SRIMATHI T. NARAYANI AMMA: I do not then move the motion.

The motion by leave was withdrawn.

The question that Government be granted a sum of Rs. 23,22,578 under Demand VIII—Electricty and Telephone—was put to vote and carried.

The motion was carried and the grant was made.

DEMAND IX—COMMERCIAL TRANSPORT.

MR. E. G. SALTER: Sir, I beg to move for a grant of Rs. 17,00,242 under Demand IX—Commercial Transport.

The following motion was not moved as it was inadmissible:—

Motion No. I.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: To reduce the allotment of Rs. 1,800 for allowance to Director by Re. 1.

Motion No. II.

MR. K. G. GOVINDAN: Sir, I beg to move to reduce the allotment of Rs. 3,600 for Operating Superintendent by Re. 1 to speak about the inconvenience experienced by the travelling public in transport buses.

This is a question which arouses lively and perennial discussion in this Assembly. Last year there was rather a protracted discussion on the subject and I shall open my remarks with congratulating the Director of Transport for having accepted and put into practice some of the suggestions that were made to him by the Honourable Members last year this time. I will just make mention of one. The employment of porters in the transport buses—that was a very important necessity for the convenience of the travelling public for taking the loads of the passengers up to the top of the bus and down. That was a very great necessity and now the porters are employed in the buses.

MR. A. K. KUMARAN VAIDYAN: സാധാരണയായി ട്രാൻസ്പോർട്ട് ബസ്സുകാർ സ്ഥലമില്ലെന്നു പറഞ്ഞാലും വഴിയിൽനിൽക്കുന്ന ആളുകളെ ചാടിക്കയറുന്നില്ലയോ?

MR. K. G. GOVINDAN: അതിനെപ്പറ്റിയല്ല ഞാൻ ഇപ്പോൾ പറഞ്ഞത്. അതിനെപ്പറ്റി പറയുമ്പോൾ ഈ ചോദ്യം ചോദിച്ചാൽ ഞാൻ ഉത്തരം പറയാം.

The Director deserves all the more to be congratulated because the porters are not paid by the Department. They get half a chackram or one chackram for every load from every passenger, and I am sure no passenger would grudge paying that amount.

MR. S. CHATTANATHA KARAYALAR (*Deputy President*): Sir, I rise to a point of order. What has the Operating Superintendent to do in this matter?

PRESIDENT: What is the position, Mr. Salter?

MR. E. G. SALTER: Sir, I may admit that duties of the Operating Superintendent are such that he controls all the staff emyloyed in the buses.

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PRESIDENT: In that case the motion is in order.

MR. K. G. GOVINDAN: All the same, the inconvenience caused to the public is minimised if not practically stopped.

However much the department might deny, there is even now over-crowding in the buses. This time last year in an answer to an interpellation, the Director said that there is overcrowding because the passengers allow themselves to be overcrowded. My submission is that such an answer is not very sound. Suppose due to some great necessity and urgency a passenger says that he is willing to travel on the top of the bus, will the department allow such a course? So my submission is that the answer given by the Director then was not very satisfactory—that the overcrowding is due to the passengers' own seeking.

Then there is a small item to speak about which, perhaps, it may not be in keeping with the dignity of the House. All the same, I have to make mention of it-about the bug in the seats. Once there was a small incident. I was travelling in a transport bus. At an intermediate station an old man boarded the bus. There was a seat vacant adjacent to mine. The old man saw the seat lying vacant but he would not sit there. I drew his attention to it. But the old man would not sit. I was actually surprised and wanted to know what exactly was the reason which prompted him not to take the seat and I asked him why. The reply was "You are a young man and a charitable one. You can afford to lose some of your blood by feasting the bugs. But I cannot do it".

PRESIDENT: The Legal Remembrancer may probably say whether under the existing Motor Vehicles Law there is power to check over-crowding.

MR. PUTHUPALLI S. KRISHNA PILLAI: There is no legal power under the present Motor Vehicles Law for checking people from over-crowding. To cure that defect there is a bill proposed which will be placed before the House in a couple of days.

MR. K. G. GOVINDAN: There is a regular guerilla warfare going on between the free passengers on the one side and the paying passengers on the other. By free passengers I mean the bugs. My submission is that these rattan seats should be completly done away with and in their stead cushion seats with the fibre of cocoanut husks stuffed in them be placed. That is one suggestion. I know the Department is doing something to kill all the bugs. However much the department may try the nature of the rattan seats is such that it would invite bugs even from the neighbouring province. So these rattan seats should be completely removed.

Just a word about breakdowns. I am not complaining about breakdowns. I do not say that breakdowns are not inevitable. Even with respect to costly private motor cars breakdowns are sometimes inevitable. But my complaint is that the drivers of these buses are not allowed to take with them any kind of implements or tools so that if a breakdown occurs that may be repaired by them. Suppose a breakdown occurs due to the prevention of flow of petrol through the carburettor. I understand that that defect can easily be remedied.

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It could be easily remedied by blowing some air into the carburettor and for that pursose a pump and a spanner alone are necessary. Any ordinary driver would be able to do that. I know that the Director would say that if these drivers are allowed to handle the machines then the machines will be spoiled. In these small matters I think any driver would effect repairs without detriment to the machine.

Another suggestion I want to make is with respect to the time taken by the Transport bus for travel between Quilon and Trivandrum. It takes about 2¾ hours. My suggestion is that very conveniently this time could be reduced to 2½ hours without causing any inconvenience either to the public or to the Department. On the other hand, the public would be greatly benefited if the bus travels within this 2½ hours' time.

As regards window curtains I want to say a word. There is inconvenience caused to the public with the existing curtains when there is no rain. But the inconvenience arises when rain falls. Some measure may be adopted by the Department for minimising the inconvenience caused to the public as a result of these torn and ill-placed curtains. I would even suggest that wooden shutters may be provided instead of the cloth curtain. With these words I commend my motion for the consideration of the House.

MR. G. VELU PILLAI : I support the motion. It is very happy to note Sir, that the Transport Department has withstood much hostile criticism and pessimistic forebodings during the past few years. At the same time I cannot but say that the Department requires improvement in certain directions. In the first place over-loading in buses has to be avoided. Whatever the Director might say with regard to it the fact exists that there is over-loading in buses. Though the Transport Department is a money making department the convenience of the passengers must also be looked after. Especially when it is stated that the Police Department has no control in the matter of over-loading in Transport buses, this department itself must exercise care and avoid over-crowding. At present, in almost every bus we see a row of people standing in the middle. It is high time that this fifth column is not allowed to occupy the buses.

Another suggestion which I would make is that separate seats should be allotted to lady passengers. That is being done in many other countries. In our country, Sir, the middle-class and most of the upper class people travel in ordinary buses and therefore it is highly desirable that separate seats are allotted to female passengers.

As the Transport Department has already passed the infant stage and as people welcome the extension of transport lines throughout the State, it is high time that more convenience is also allowed to the travelling public.

MR. P. NARAYANA PILLAI : Sir, I also wish to make a few observations on the motion before the House. Even though it is stated by the Department that the convenience of the passengers is their primary

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[Mr. P. Narayara Pillai.]

concern, in certain essential points that is being overlooked. Firstly there are not enough buses in each line. Sometimes people have to wait for hours together for catching a bus and even if they catch it they find it very difficult to get sitting accommodation. That kind of arrangement is causing immense difficulty to the passengers. If a passenger chooses to stand in the bus for want of sitting accommodation, that again causes some difficulty. By so doing he is causing trouble to the sitting passengers. In order to obviate all these inconveniences it is better to increase the number of buses running in each line. There will be convenience to catch them at shorter intervals.

The present arrangement of seats is causing difficulties in other directions. Though a majority of the travellers may be in the buses for a few hours, even within that few hours' journey they feel completely tired. I think the seating arrangement in private buses is better than that of the Transport buses. So it is better to modify the seating arrangement also in transport buses.

MR. D. C. JOSEPH (*Nominated*): I also wish to make a few observations on this department which has come into existence a few years back. Knowingly or unknowingly the transport has coveted the uncharitable criticism of some of the Honourable members of this House. This is the first time that the State has taken upon themselves the advantage of affording convenience to the travelling public by running buses according to schedule times. Indeed a bold and profitable attempt was made by the Dewan in the teeth of opposition from interested quarters and men of malicious nature. I must say that it is a real boon for our country. I shall substantiate this point by stating one or two things. There is what is called nationalisation of transport. Whenever there is any complaint regarding the absence of buses in certain lines it could be rectified by appealing direct to the authorities concerned. This is really a beneficial popular arrangement. Further, the new arrangement of running buses under the control of Government and conducted on proper lines is a liberal policy of a progressive administration. In the long run that will go to increase the revenues of the State to a considerable extent. As time comes, the benefit of the department would be greatly appreciated by the public at large. The problem of unemployment is also solved to a great extent. This transport has brought in its waggon of usefulness the consummation of hopes for reliability, dependability, respectability and public utility in that concern. There was a time when the motor traffic was causing annoyance to the public for want of facilities and responsible control to attend to public complaints. Now there is no such thing and our interests are quite safe.

The head of the Transport Department is a well experienced, efficient, sympathetic and well-intentioned officer who has gained much by service elsewhere in positions of great importance. He is a very capable officer and is able to discharge his duties with great

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enthusiasm and zeal. I am sure that under his guidance the department will grow from strength to strength which will ultimately end in good to the public at large. It is also a worthy feature to note that the buses are under the charge of efficient and respectable conductors and careful drivers. The conductors are on the whole highly qualified people who know their sense of responsibility quite correctly and they are, doing their duties in a commendably satisfactory manner. There is also a porter attached to each bus and that is a welcome factor so far as convenience of the public is concerned. There is overcrowding in buses during certain occasions, like important festival seasons but that will be stopped as the number of buses is supplemented to suit the demands for marriage and other special occasions. I hope conditions are sure to improve. The transport buses are quite comfortable and convenient for travelling purposes and the system of providing cushion seats may add to the comfort of the journey but it is expensive from a revenue point of view. The trouble on account of bugs nuisance is caused by the public themselves who act as the media of their travel to the bus and to say that rattan seats are responsible for this state of affairs cannot be taken as the correct view of things. To substitute the cushion seats will involve additional unnecessary expenditure and ordinary seats will be quite sufficient. As a matter of fact I may also say that the present system of rattan seats gives no room for discomfort.

MR. P. KUNJUKRISHNAN: May I know how the rattan seats are advantageous to the travelling public

MR. D. C. JOSEPH: It adds comfort to the person who travels in the bus.

MR. M. R. NARAYANA PILLAI (*Tiruvella*): Will the honourable member recommend wooden seats in the place of rattan seats?

MR. D. C. JOSEPH: That is preferable from the point of finance.

MR. P. KUNJUKRISHNAN: Is it not a fact that rattan seats will create trouble due to bugs?

MR. D. C. JOSEPH: There may be such kind of trouble because we are accustomed to such things in our houses. But that is purely importation by the travelling public.

PRESIDENT: Are not the buses cleaned every day after their journey?

MR. E. G. SALTER: The cleaning is done as soon as the journey is over. The same trouble recurs as soon as the journey commences. Any amount of action for getting rid of bugs does not end in fruitful results.

PRESIDENT: Do you actually kill bugs?

MR. E. G. SALTER: No, Sir.

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MR. D. C. JOSEPH: There is also a bad habit of chewing and spitting from the buses by the travelling public without minding the disadvantages to the neighbours. I say that from personal experience as I am a constant traveller in the Trivandrum Nagercoil line. But in spite of all these troubles the conductor is calm. That kind of dirty habit has to be got rid of immediately by the travelling public which condemn the Transport Department for the imaginary idea of over-loading without knowing the meaning of the term. Further, the solitary opening for entry and exit keeps off accidents. As I said the investment towards Transport has ended in many advantages and entire satisfaction both to the Government and to the public of the country. Even more investments in this line will only increase the revenue of the State and in the long run add to the economic development of the State. I must congratulate Mr. Salter for the successfull working of his department because our Transport is a credit to the State.

MR. K. R. NARAYANAN: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു. കഴിഞ്ഞ കൊല്ലം ഡയറക്ടർ അവർകളുടെ ശ്രദ്ധയിൽ കൊണ്ടുവന്ന ആറേഴ് സംഗതികളിൽ ചിലതിനു അദ്ദേഹം വേണ്ട പരിഹാരം ഉണ്ടാക്കി. ചില കാര്യങ്ങൾക്കു ഇപ്പോഴും യാതൊരു പരിഹാരവും ഉണ്ടായിട്ടില്ല. ആവക കാര്യങ്ങളിലേക്കു അദ്ദേഹത്തിന്റെ ശ്രദ്ധ പതിപ്പിക്കുന്നതിനു വേണ്ടിയാണു ഞാനീ ഉപക്ഷേപം പിൻതാങ്ങുന്നതു്. ട്രാൻസ്പോർട്ട് ബസ്സുകളിൽ പൊടിയുടെ ശല്യംകൊണ്ടു യാത്രക്കാർക്കു വളരെ വിഷമത നേരിടുന്നുണ്ടു്. അതിനു യാതൊരു നിവാരണമാർഗ്ഗവും ഇതുവരെ കണ്ടുപിടിച്ചിട്ടില്ല. ബസ്സുകളുടെ പുറകുഭാഗത്തുകൂടി കാറിനു വെളിയിൽ പോകാൻ മാർഗ്ഗമില്ലാത്തതിനാൽ അടിവശത്തു കാണുന്ന നീണ്ടസുഷിരങ്ങളിൽക്കൂടി ധാരാളമായി ഉള്ളിലോട്ടു പ്രവഹിക്കുന്ന പൊടിയും ഈ കാറും കൂടിചേർന്നു ബസ്സിനകത്തു ഒരു ചുഴലിക്കാറു ധൂളിച്ചുഴലിക്കാറുണ്ടാകുന്നു. കോട്ടയത്തുനിന്നും തിരുവനന്തപുരത്തേക്കു വരുന്ന ഒരു യാത്രക്കാരൻ ഇവിടെ വന്നിറങ്ങുമ്പോൾ അയാളുടെ തലമുടിയും മുഖവും പൊടികൊണ്ടു മൂടിയിരിക്കുന്നതായി കാണാം. ദേഹത്തു വസ്ത്രം ധരിക്കാത്ത ഒരാളാണെങ്കിൽ അയാളുടെ ദേഹത്തു പൊതിഞ്ഞിരിക്കുന്നതായ പൊടിയിൽ ചേനയോ ചേമ്പോ കൃഷി ചെയ്യുവാൻകൂടി സൌകര്യമായിരിക്കത്തക്ക പൊടി പുരളുന്നുണ്ടു നടക്കുന്നതു്.

MR. D. C. JOSEPH: May I know from the member whether those observations are made from experience of traval in the Transport bus?

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MR. K. R. NARAYANAN : Certainly. ട്രാൻസ്പോർട്ട് ഡിപ്പാർട്ടുമെൻറ് തുടങ്ങിയ കാലത്തുള്ള കർട്ടൻസ്സ് തന്നെയാണ് ഇപ്പോഴും ഉപയോഗിച്ചു കൊണ്ടിരിക്കുന്നത്. മിക്ക ബസ്സുകളിലുമുള്ള കർട്ടൻസു കീറിപ്പറിഞ്ഞതാണ്. മഴക്കാലം വന്നാൽ നനയുകയല്ലാതെ ട്രാൻസ്പോർട്ട് ബസ്സിൽ വേറെയാതൊരു രക്ഷയുമില്ല. വേനൽക്കാലത്തു പൊടിയുടെ ശല്യം! മഴക്കാലത്തു മഴയുടെ ശല്യം! ഈ രണ്ടുതരം ശല്യങ്ങൾക്കും വേണ്ട പരിഹാരം ഉടൻ ഉണ്ടാക്കേണ്ടതാണ്. ടെയിനിലെ ജന്നലുകൾപോലെ പൊക്കാവുന്നതും, താഴ്ത്താവുന്നതുമായ മരജന്നലുകൾ ഏറ്റവും ഘനംകുറഞ്ഞ രീതിയിലും തോതിലും എല്ലാബസ്സുകളിലും ഉണ്ടാക്കുന്നത് മഴനനയാതിരിക്കുന്നതിന് വളരെ ഉപകരിക്കും. അടുത്തതായി എനിക്കു പറയുവാനുള്ളത് മൂട്ടയുടെ ഉപദ്രവത്തെ പറ്റിയാണ്. ഡിപ്പാർട്ടുമെൻറ് മേലധ്യക്ഷൻ മൂട്ടകളെ നശിപ്പിക്കാൻ വലിയ വിഷമമുള്ള ഒരു സംഗതിയാണെന്ന് അല്പം മുമ്പുപറഞ്ഞു. ഇത് ഒരു ചൈനാ-ജപ്പാൻ യുദ്ധംപോലെ അനവസാനമെന്നോ അദ്ദേഹം പറയുന്നത്? ഫ 0 0-ം, ഫ 0-ം മൈൽ തുടർച്ചയായി യാത്രചെയ്യുന്ന ഒരു യാത്രക്കാരൻറെ രക്തവും മൂട്ടയുടെ ആരോഗ്യവും തമ്മിൽ ഉണ്ടാകുന്ന "നമ്മസല്ലാപം" അതിഭയങ്കരവും ഏറ്റവും അപകടകരവുമാണ്.

MR. D. C. JOSEPH : May I know from the Member whether the Transport Department only was responsible for this?

MR. K. R. NARAYANAN : ൯൫ ശതമാനത്തിനും ഡിപ്പാർട്ടുമെൻറുകാർതന്നെയാണു ഉത്തരവാദികൾ.

MR. D. C. JOSEPH : Was there any such difficulty experienced before the introduction of the Transport system?

MR. K. R. NARAYANAN : ഉണ്ടായിരിക്കാം. രണ്ടു തെറ്റു ക്കൂട്ടുന്നതു ഒരു ശരിയാവുകയല്ലല്ലോ. പ്രൈവറ്റു വ്യക്തി നടത്തിയ ബസ്സുകളിൽ കാണുന്ന ദോഷങ്ങൾ ഗവണ്മെൻറു നടത്തുന്ന ബസ്സുകളിലും കാണണമെന്നു മി. ജോസഫിനു നിർബന്ധമില്ലെങ്കിൽ, ദോഷങ്ങൾ ശമിപ്പിക്കുവാൻ, കുറങ്ങൾ കുറയ്ക്കുവാൻ, കൂടുതൽ സൗകര്യം പ്രൈവറ്റു വ്യക്തികളെക്കാൾ ഗവണ്മെൻറിനുതന്നെയാണുള്ളതെന്ന് നിഷ്പ്രയാസം മനസ്സിലാക്കാവുന്നതാണ്.

ഇനിയും എനിക്കു പറയാനുള്ളത് ബസ്സുകളിലെ ഓവർലോഡിനെപ്പറ്റിയാണ്. ഞാൻ കോട്ടയത്തുനിന്നും തിരുവനന്തപുരത്തേക്കു പലപ്പോഴും സഞ്ചരിച്ചിട്ടുണ്ട്. ഇപ്പോഴത്തെ ഒരു സീറ്റിൽ രണ്ടുപേർക്കു ഇരിക്കാം. അതിൽ കൂടുതൽ സാധാരണ ഇരിക്കാറില്ല. ബസ്സുകളിൽ

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[Mr. K. R. Narayanan.]

ഒരു ഇരുമ്പുവടി നെടുനീളെ ഘടിപ്പിച്ചിരിക്കുന്നു. സ്റ്റാൻഡിംഗ്സീററി ലെ യാത്രക്കാരൻ നിലംപതിക്കാതിരിക്കുന്നതിനുള്ള ആശ്രയം ഈ കമ്പി യാണ്. യാത്രക്കാർ ഈ കമ്പിയിൽതൂങ്ങി കയറാത്തിലും ഇറക്കത്തിലും ചാഞ്ഞുചരിഞ്ഞും കാററടിച്ചിളകുന്ന മരക്കൊമ്പിൽ തൂങ്ങിക്കിടക്കുന്ന വാവലുകൾപോലെ പോകുന്ന കാഴ്ച കൂടുതൽകം ഭയനീയമാണ്. ഈ സ്റ്റാൻഡിംഗ് സീററിൽ പിടിച്ചുകൊണ്ടു നിൽക്കുന്ന ആളുകൾ ഇരിക്കുന്നവക്കു വളരെ ഉപദ്രവങ്ങളും വിഷമങ്ങളും ചിലപ്പോൾ ഉണ്ടാക്കുന്നുണ്ട്. നിൽക്കുന്നവരുടെ കൈകൾ ഇരുമ്പു കമ്പിയിൽനിന്നും ഒന്നു വിട്ടുപോയാൽ അവർ മറുള്ളവരുടെ ദേഹത്തുചെന്നു വീഴുമെന്നുള്ളകാര്യം മൂന്നതരം.

MR. P. S. MUHAMED (*Quilon cum Kottarakara*) : കൈ വിട്ടില്ലെങ്കിൽ തന്നെയും ഇരിക്കുന്നവരുടെ ദേഹത്തു നിൽക്കുന്നവരുടെ മുട്ടുകളും മറും കൊണ്ടു ഉപദ്രവം ഉണ്ടാകയില്ലയോ?

MR. K. R. NARAYANAN : നിശ്ചയമായും ഉണ്ടാകും. ഈ സ്ഥിതിക്കു ഈ സ്റ്റാൻഡിംഗ് അറേഞ്ചുമെൻറു മാറുന്നതു നന്നായിരിക്കും. ഒരു ഇൻറർപലേഷനത്തരമായി, ട്രാൻസ്പോർട്ടു ബസ്സുകളിൽ ഓവർലോഡില്ലെന്നും ആളുകളെ കയറുന്നതു ബസ്സിൻെറ കപ്പാസിററി അനുസരിച്ചാണെന്നും ഉത്തരം പറയുകയുണ്ടായി. ഇതാണു ഓവർലോഡിൻെറ നിർവചനമെങ്കിൽ ഓവർലോഡ് എന്നൊരുവക ഈ ഭൂമുഖത്തു ഒരിടത്തും ഉണ്ടാവുകയില്ല.

MR. P. KUNJUKRISHNAN : യാത്രക്കാക്കു അസൌകര്യം ഉണ്ടാകത്തക്കവണ്ണം ബസ്സുകളിൽ ആളുകളെ കൂടുതൽ കയറുന്നതു ഓവർലോഡല്ലേ?

MR. K. R. NARAYANAN : അതിൻെറ പേരാണു ഓവർലോഡെന്നു സാധാരണ അറിയുന്നതും പറയുന്നതും. ഇപ്പോൾ മി. സാംട്ടർ ഓവർലോഡിനു ഒരു പുതിയ വ്യാഖ്യാനം പറഞ്ഞിരിക്കുന്നതു അത്ഭുതമായിരിക്കുന്നു. അടുത്തതായി എനിക്കു പറയാനുള്ളതു വെയിററിംഗ് ഷെഡിനെ കുറിച്ചാണ്. കോട്ടയം ഒരു പ്രധാനപ്പെട്ട സെൻററാണ്. അവിടെ ഒരു വെയിററിംഗ് ഷെഡ് ശരിയായ വിധത്തിൽ പണിയിക്കാൻ സാധിച്ചിട്ടില്ലെന്നുള്ളതു് ഏററവും ഭയനീയകരമായ ഒരു സംഗതിയാണ്. കോട്ടയത്തു ഒരു വെയിററിംഗ് ഷെഡിൻെറ ആവശ്യകതയെപ്പററി ഡിപ്പാർട്ടുമെൻറു അധ്യക്ഷനെ അറിയിക്കുകയും അദ്ദേഹം

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അതു ചെയ്തുതരാമെന്നു വാഗ്ദാനം ചെയ്കയും ചെയ്തിട്ടുണ്ട്. ഇപ്പോൾ ഡിപ്പാർട്ടമെൻറദ്ധ്യക്ഷൻ പറയുമായിരിക്കും അവിടെ വെയിറ്റിംഗ് ഷെഡ്ഡ് ഉണ്ടെന്ന്. അതു് മുയലിൻെറയും എലിയുടേയും പ്രവേശനദ്വാരം പോലെയുള്ള ചെറിയ ഒരു ഷെഡാണ്. ആ ഷെഡിൻെറ മൂന്നവശവും കല്ലുകെട്ടി അടച്ചിരിക്കുന്നു. ഒരുവശം തുറന്നുകിടക്കുന്നു. ഇതു ഒരു സാധാരണ കാപ്പിക്കടയുടെ സൗകര്യംപോലുമുള്ളതല്ല. ഇതു തന്നെ സ്ത്രീകളുടെ ഉപയോഗത്തിനിട്ടിരിക്കുകയാണ്. ഒരുമാതിരി സൗകര്യവും, ആവശ്യമുള്ള സജ്ജീകരണങ്ങളും ഉള്ള ഒരു വെയിറ്റിംഗ് ഷെഡു കെട്ടണമെന്നു ഞാൻ ഡിപ്പാർട്ടമെൻറദ്ധ്യക്ഷനോടു് അപേക്ഷിച്ചുകൊള്ളുന്നു. കുറേ മാസങ്ങൾക്കു മുൻപു ടാൻസ്പോർട്ട ബസ്സുകളിൽ ഇന്നയിന്ന രോഗികളെ കയറ്റാൻ പാടില്ലാ എന്നൊരു നോട്ടീസു പതിച്ചിട്ടുണ്ടായിരുന്നു. എന്നാൽ ഇപ്പോൾ അതു കാണുന്നില്ല. കഴിഞ്ഞ കുറെ ദിവസങ്ങൾക്കു മുൻപു് ഞാൻ കോട്ടയത്തുനിന്നും തിരുവനന്തപുരത്തേക്കു വരുമ്പോൾ ഒരു മഹാരോഗം പിടിപെട്ടയാളിനെ ആ ബസ്സിൽ കയറ്റിയതായികണ്ടു. എൻെറകൂടെ ഉണ്ടായിരുന്നവർ വിഷമിച്ചു. ഇങ്ങനെ പകർച്ചവ്യാധിയുള്ളവരെ ബസ്സുകളിൽ കയറ്റുവാൻ പാടില്ലെന്നു് ചട്ടമുണ്ടായിരുന്നിട്ടും ഇപ്രകാരം പ്രവർത്തിച്ചതു എന്തുകൊണ്ടാണെന്നു് അറിയുന്നില്ല. ഒരുവാക്കുകൂടി. ബസ്സിൽ കയറുന്നതിനും ഇറങ്ങുന്നതിനുമായി ഒരു വഴിയേ ഉള്ളു. ബസ്സിൻെറ പുറകിലത്തെ സീറ്റിൽ ഇരിക്കുന്ന ആളിനു ഇറങ്ങേണ്ടിവരുന്ന സന്ദർഭത്തിൽ മുൻസീറ്റുകളിൽ ഇരിക്കുന്ന ആളുകൾക്കു അസൌകര്യങ്ങൾ നേരിടുന്നു. സ്ത്രീകളെ സംബന്ധിച്ചടത്തോളം അതു് ഒരു പ്രത്യേക അസൌകര്യമായിത്തന്നെ ഇരിക്കുന്നു. പുറകിൽ അടയ്ക്കുകയും തുറക്കുകയും ചെയ്യാവുന്ന ഒരു കതകു വച്ചാൽ ഈ ദോഷം പരിഹരിക്കാം. ഡിപ്പാർട്ടമെൻറദ്ധ്യക്ഷൻ മേൽപറഞ്ഞ ന്യൂനതകളെ കഴിയുന്ന വേഗത്തിൽ പരിഹരിക്കണമെന്നുള്ള അപേക്ഷയോടുകൂടി ഈ ഉപക്ഷേപത്തെ പിൻതാങ്ങുന്നു.

MR. K. NARAYANAPERUMAL NADAR : Sir, I support the motion. In doing so I have to bring to the attention of this House certain defects in the working of this department. Much inconvenience is caused to the travelling public by the breakdown of buses frequently. It has become almost a daily occurrence. Before the Trivandrum-Cape road was concreted it was said that the breakdown was due to two causes, firstly that the buses are very heavy and secondly the M. S. road was full of ruts. Even after the road was concreted we find that breakdown of buses occur very often. Because of these breakdowns the

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passengers have to wait for three or four or even six hours before they could get a bus.

MR. D. C. JOSEPH: May I know from the honourable member whether such breakdowns occur even now?

MR. K. NARAYANAPERUMAL NADAR: Even at the very beginning the breakdown of buses was almost a daily occurrence in this line.

MR. D. C. JOSEPH: Is there not a decrease in breakdowns after the completion of the dustless road?

MR. K. NARAYANAPERUMAL NADAR: I say again, Sir, that there are still breakdowns. The breakdown of buses is like the heart-failure of a man (laughter). That is, we cannot attribute reasons for it. Similarly these Transport buses suddenly stop. That is the breakdown of buses. Now one honourable member has said that travelling in the Transport buses, is very comfortable. If it is so, I must assure the House that the Honourable Member Mr. D. C. Joseph has not travelled in a Transport bus. If he has travelled he would have had the experience of the breakdown of a bus and waited on the road for three or four hours. Perhaps he is travelling in a pleasure car.

MR. M. SIVATANU PILLAI: Is it not because Mr. Narayanaperumal Nadar is in the bus that it invariably breaks down?

MR. K. NARAYANAPERUMAL NADAR: Sir, I need not answer the question.

With these words I support the motion.

MR. P. KUNJUKRISHNAN: Sir, in this connection I would point out the inconvenience caused to the travelling public at Chathanoor on account of the scarcity of accommodation in the buses. Now, Sir, Chathanoor is on the main line from Trivandrum to Quilon. Sir, the population of Chathanoor and Adichanallur the two pakuthies which supply passengers at this spot is over 50,000. Chathanoor is a very important place having one Vernacular High School, one English High School and a number of English and Vernacular Middle Schools, and also a Sub Registrar's Office. It is also an industrial Centre particularly well known for its weaving industry. In view of the importance of the locality a parcel office has been opened recently in Chathanoor. Before the line was taken up by the Department four buses used to ply between Chathanoor and Quilon and all these four buses had enough passengers. Now the traffic between Chathanoor and Quilon is very heavy. I have my own experience in the matter. What I find is that when the Trivandrum bus arrives at Chathanoor it is not in a position to give accommodation for the passengers there to any appreciable extent.

Now, Sir, the net result is that the buses which come from Trivandrum take as many passengers as possible from those who are waiting there. What we find as a result of this, is heavy over-crowding in the

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buses between Chathanoor and Quilon. Not only that, these buses are not in a position to provide enough accommodation for all these passengers. So much so, passengers have to wait there for hours together and very often to find themselves disappointed. Sometimes they wait there from 7 in the morning to 2 O' clock in the evening to get a bus. Now the matter had once engaged the attention of the Department and I am glad to say that the Department provided a shuttle service between Chathanoor and Quilon. But I am informed now that it has been stopped on account of the fact that the passengers used to board the through service buses instead of getting into the shuttle service. When I asked the Director of Transport about this I was informed that the passengers instead of getting into the shuttle service used to board the through service buses so much so the shuttle service had to be run very often without passengers. I appreciate the difficulty of the Department in the matter. Now, Sir, I met the District Inspector of Transport at Quilon and asked about this. He also expressed the same difficulty.

I would suggest two or three remedies for solving the accommodation problem. If the Department renews the shuttle service and makes it a point that passengers from Chathanur are not taken in through service buses till 10 A. M. that will ease the problem. Usually there is heavy traffic on Chathanur-Quilon line between 7 A. M. and 10 A. M. as people from Chathanur have to go to Quilon for court purposes, hospital purposes etc.

MR. E. G. SALTER: What will be the advantage of not carrying passengers between the hours indicated by the honourable member on that line?

MR. P. KUNJUKRISHNAN: In the through service that runs from Trivandrum to Quilon, it is not possible at present to give proper accomodation to passengers till 10 A. M. due to heavy traffic.

Hence, there is necessity for starting a shuttle service. And when shuttle service is started even if there be space in the through service buses running at that hour; if we do not take in passengers from Chathannur in through service buses, passengers at Chathannur will have to depend on shuttle service alone. That means shuttle service will work successfully.

MR. KAINIKKARA M. PADMANABHA PILLAI: Why should the Transport buses go without taking the passengers? Why should the buses be allowed to go empty from that particular point?

MR. P. KUNJUKRISHNAN: Not empty. They will have sufficient number of passengers. I shall refer to another and a more satisfactory solution of the question. I do not for a moment suggest that it is a conclusive solution. The second point that has been suggested is the fixing of additional charge of one chackram for the passengers who want to board the through service buses from Chathanur at 10 A. M. That method can go a great way in solving the problem. A more

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satisfactory suggestion would be to start a special bus from Chathannur to Quilon between 8 A. M. and 9 A. M. because the heaviest traffic is between 8 and 9 A. M. This is sure to ease the situation.

MR. E. G. SALTER: May I ask, what is to be done with the bus for the rest of the day?

MR. P. KUNJUKRISHNAN: That bus can be utilised for running from Quilon to Trivandrum for the rest of the day or it may be taken over to some other line as the Director thinks best. So, all that I wish to point out is that if a bus of the bigger size is to ply between Chathannur and Quilon between 8 and 9 A. M, there will be enough passengers for it and the question can be satisfactorily solved. Such of the passengers that remain there can be taken in the through service buses that come from Trivandrum. Similarly, a bus service in the evening between 5 and 6 P. M. from Quilon to Chathannur will be a convenient arrangement, because after the hours of work in offices etc., it will be possible for the travelling public to reach home without great difficulty. The question therefore resolves into this, namely, a shuttle service plying both in the morning and in the evening as suggested by me. I would submit in this connection that the Transport Department is a public utility service mainly intended for the convenience of the public, and therefore it is convenience to the public that is to be attended to first and foremost. It has been suggested that the Transport Department should bring in added revenues to the State exchequer. I differ from that view. I submit that one should not be always anxious to see that a large revenue is derived from the Transport Scheme. Even if we are able to get more income, that should be utilised in the direction of affording additional convenience to the travelling public and also for reducing the rate of fares as much as possible.

I would submit, we are not going to lose much if a shuttle service is started on the Chathanur-Quilon line and I would earnestly request the Government and the Department to attend to this very necessary and urgent need of the people.

MR. KAINIKKARA M. PADMANABHA PILLAI: May I know whether the member wants the shuttle service for only one trip alone in both directions?

MR. P. KUNJUKRISHNAN: Yes.

MR. KAINIKKARA M. PADMANABHA PILLAI: May I know the number of persons available there to be carried in one trip?

MR. P. KUNJUKRISHNAN: It will be between 30 and 40 people.

MR. KAINIKKARA M. PADMANABHA PILLAI: So, am I to take it that for 30 passengers, a bus must be set apart?

MR. P. KUNJUKRISHNAN: My point is not exactly that. By so doing the heavy traffic on that line between 8 and 9 A. M. could be eased to a very great extent.

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PRESIDENT: That is to say, you are thinking of what may be called a supplementary service to ease the situation

MR. P. KUNJUKRISHNAN: Yes Sir. The remaining buses which come from Trivandrum to Quilon after 9 A. M. and before 8 P. M. will be in a position to give accommodation for the remaining number of passengers.

In conclusion, I would submit that I am at one with all that has been said for affording convenience to the travelling public by way of minimising over-crowding, by providing comfortable seating arrangements and so forth. I would also point out that rattan seats are to be improved because there is bug trouble to a large extent. With these words I support the motion before the House,

MR. M. SIVATANU PILLAI: Sir, because I am not at all in agreement with the observations made on the floor of the House, I propose to make a few suggestions for adoption in certain directions. I may suggest to Mr. Salter what all things he should not do. He should not carry out the idea of opening the back of the body of the bus. It should never be opened. I noticed this kind of opinion from several members. The back portion of passenger buses should always remain closed as is now the case. In Madras and other places, the present type of body is adopted in all the buses, which give perfect comfort and convenience.

MR. E. P. VARGHESE (*Ambalapuzha* cum *Shertala*). Are not bus bodies in Bombay and Madras of that type? Could not a door at least be provided at the back side?

MR. M. SIVATANU PILLAI: No, not even a door is to be provided there, because the enormous dust coming from behind will settle on the inside portion the moment a bus slows down to stop. There should not be even holes at the back of the body of the bus for the air to escape as no air will escape that way. In Madras, conditions are not different. The bodies of buses there, are of a similiar type and there is no discomfort or inconvenience on account of the shape of body.

In regard to seating arrangements, my experience is that in a gallery-type of body, providing seating arrangements one bench behind the other should never be adopted. By so doing, there is every risk of the passengers being shot out and consequently accidents occur. However much there is a cross bar for passengers on the right side of the bus to prevent them from getting in or getting out that way passengers do get into the bus by that way. It has always become a habit for passengers to get into the bus through the wrong side and get out of it in the same manner. That way of getting into and out of the bus can be prevented if the existing type of arrangement is preserved in the Transport buses. There must always be one passage for people to enter the bus and go out. The present seating accommodation in the Transport bus is the most comfortable one for the passengers and there is also in the middle a corrider running inside the bus for passengers to walk to find out their places in it. This system of seating should not be disturbed for any reason whatever.

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[Mr. M. Sivatanu Pillai.]

As regards the provision of rattan seats what I beg to submit is this. According to me, the costly cushion seats or upholstered seats as provided here in the Assembly Hall are most uncomfortable, especially during hot weather. It has been suggested that rattan seats may be substituted in our seats instead of upholstery so as to afford plenty of air from underneath to avoid feeling of heat. The present rattan seating arrangements in the buses need no modification. It is more comfortable to the passengers than it would be in the case of cushion seats or plank seats. There is a complaint about bugs in the rattan seats. Frequently pumping very hot water into these rattan seats will cure the bug trouble as we do it in our house-hold furniture.

A reference was made here to the effect that there is delay for passengers on the route to get into the service buses. It is true that the interval between two buses is rather longer than what it was before. Sometimes passengers may have to wait for a long time in the intermediate stations to board the buses. Sometimes passengers get into buses and stand in them when all the seats are occupied. I have seen such cases in the buses plying between Trivandrum and Nagercoil or Trivandrum and Kottayam. The main consideration could not be whether they get comfort but whether they feel satisfied with standing accommodation. It is not the discomfort that is taken into consideration but a desire to reach the destination as early as possible. A passenger may avoid entering a bus which is overcrowded and consequently may have to wait for the next bus. In such cases delay is unavoidable. But to say that additional buses will obviate the two difficulties *i. e.* over-crowding and delay is to ignore altogether the financial effect of it. Even additional buses will not sometimes solve these complaints. Hence I say that the solution must depend upon a happy reconciliation of these aspects. In other words, the number of buses to be put in a line and the frequency of service should depend entirely on the amout of traffic in that line. This alone shall be the main consideration.

The House rose for lunch at 1 P. M. and re-assembled at 2 P. M.

The following member took the oath and signed the rolls :-

MR. C. KUMARA DAS (*Director of Industries*) :

MR. M. SIVATANU PILLAI : I was at the question whether in order to avoid over-crowding or overloading in buses and to avoid the considerable delay in the matter of passengers in intermediate stations, more vehicles could not be put in for service in such lines. In the first place, I am one who believes that over-crowding is not a common feature; and not a matter of daily occurrence. Only on occasions at particular times a day either when the school commences its work and closes or at the commencement of office hours and sometimes at the closing hours of office, there is some overcrowding. There is bound to be a rush of passengers during those hours.

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MR. P. S. MUHEMED: ബസ്സിൽ ഇരിക്കാൻ സ്ഥലം കിട്ടിയില്ലെങ്കിലും തരക്കേടില്ല. എങ്ങിനെയെങ്കിലും ബസ്സിൽ കയറിപ്പോയാൽ മതി എന്നുള്ള വിചാരത്തിൽ യാത്രക്കാർ കയറാറില്ലേ?

MR. M. SIVATANU PILLAI: I have seen that in intermediate stations where passengers are in urgent need of reaching their destination, without the least hesitation they ask the conductors to take them also on the implied understanding that they may be given at least standing accommodation. They are satisfied with that arrangement. It will be only for a short distance. At the next intermediate station, some vacancy may arise for these persons to find seats and sit.

MR. KAINIKKARA M. PADMANABHA PILLAI: In that case is the convenience of passengers already in the bus consulted?

MR. M. SIVATANU PILLAI: It is not necessary. There is the fact that there is additional accommodation by way of standing with the hope that seats may be procured at the next intermediate stations or whenever it becomes available. The point I want to emphasise is that only those passengers who are prepared for standing and those who volunteer to do so are given accommodation with the hope of finding a seat at the next intermediate stations. If the intermediate station passengers feel that they could suffer the discomfort of standing at their own free will, is it open to the conductor of the bus to disregard their desire to board it. I understand that such features are very common. But this happens only on certain hours in the day. If that be so, by virtue of that reason alone it is not justifiable to put in more buses just for the purpose of accommodating some half a dozen passengers on such occasions. What I strongly feel on the point is this. If more than one vehicle is to be put in for the convenience of passengers who wait in the intervening stations two things are to be considered. First and foremost ought to be and shall be the consideration of finance which in turn depends upon the volume of traffic. In view particularly of the fact that there has been a great deal of complaint against the department that it is not run on proper lines fetching the expected revenue, the representatives in this House are more concerned with the financial result of the working of the Department than the comfort of the passengers. The primary consideration is whether the addition of vehicles to the number running on the line will not considerably affect its financial results. It is also to be noted whether this added number will increase the revenue and will not cause loss. I would rather advocate not only the financial aspect of the matter must be taken into consideration but also the comfort of the passengers as well. A happy combination of these two questions shall be the criterion in determining whether an additional vehicle is necessary or not. As regards the inconvenience of lady passengers in the matter of getting a bus which has been adverted to I fully understand the position. For instance, there will be discomfort caused to the lady

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passengers when a bus is fully occupied. In the town buses, the people are found to be chivalrous enough that whenever the lady passengers want accommodation or feel inconvenience, men make way for them and passengers give them accommodation and thus suffer themselves inconvenience, if there is any. These things being trifling ought not to be the ground for putting an additional vehicle.

MR. P. KUNJUKRISHNAN: May I know whether the member is advocating overcrowding in buses?

MR. M. SIVATANU PILLAI: No Sir. If at all there is overcrowding it is on occasions alone. For that there is no necessity to put an additional vehicle and it is no justification for it.

MR. P. KUNJUKRISHNAN: May I know whether there was any overcrowding in buses before the institution of the Transport Department?

MR. M. SIVATANU PILLAI: There was and why it should not have been. It all depends on whether there is overcrowding beyond the capacity of the vehicle concerned. Ordinarily there is want of room for comfortably accommodating the passengers. That is understood as overcrowding. I do not take it as over loading. It is insufficiency of accommodation that is associated with the idea of over-crowding. I understand that the seating capacity of a bus is more or less determined in consonance with the capacity of the vehicle to take the load. The capacity of a passenger bus may on an average be calculated as 2 or $2\frac{1}{2}$ tons or so and such a bus may be able to carry the weight of about 23 passengers and accordingly the arrangement of seats is made available in that bus. Overloading beyond the capacity of the vehicle to take the load is always dangerous and I will be the last man to countenance it.

MR PULIYOOR T. P. VELAYUDHAN PILLAI: Is there not a time limit for speaking on cut motions?

PRESIDENT: Mr. Sivatanu Pillai will conclude in two minutes.

MR. M. SIVATANU PILLAI: What I want to submit is that overloading is entirely different from overcrowding. Overcrowding is not at all dangerous whereas overloading is and no responsible officer at the helm of affairs will tolerate it. There is overcrowding on certain occasions. So, for a case to be made out for putting additional vehicles in a particular route, two things namely the financial result of the venture side by side with comfort of the passengers have to be considered and not stray instances of overcrowding alone. As I said it all depends and should depend upon the amount of traffic available in that route.

SRIMATHI T. NARAYANI AMMA: Sir, I beg to support the motion and in doing so I shall refer to the inconvenience experienced by women passengers. I believe that during the first few months after the inauguration of the Transport Scheme, separate seats were provided to women passengers; but now I find that that arrangement has been

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modified. The present arrangement is to accommodate women passengers in any bench that is found convenient at the time. Sir, I do not deny the fact that some consideration is shown to them by accommodating all the women passengers as near as possible. But the whole arrangement seems to be left to the discretion of the conductors. Whatever it be, the present arrangement for accommodating women passengers is far from satisfactory. Sir, on account of the absence of seating arrangement for women, they find it extremely difficult especially during times when buses are overcrowded to find their way to any vacant seats that are shown by the conductors. I know as a matter of fact that respectable women do not like to travel in buses on account of the absence of seating arrangements. I suggest that at least one bench may be reserved for them and let it go vacant even if there are no women passengers. If this arrangement also is made known to the public there will be no occasion for that being left vacant and consequently there will be a steady increase in the number of women passengers in all the buses. It is to urge this reform in the otherwise well devised and well conducted Transport Department that I support the motion.

MR. K. KUNJU PANICKAR: Sir, I move that the motion be now put.

The motion was put and carried.

PRESIDENT: Though the motion is carried, there is one point about this matter. Under the rules, the question has to be put immediately giving proper provision for answers to enable the matters to be disposed of completely. There is no good having all this discussion without absolutely no answer. I am therefore of opinion that I shall call upon Mr. Salter to reply.

MR. E. G. SALTER: Sir, first of all I would like to take this opportunity of thanking the honourable members for the very constructive nature of their criticisms and assure them that the Department is always glad to receive them. Some of their suggestions have been carried out and they have proved useful to the travelling public.

A suggestion was made that drivers may be provided with tools to attend to minor repairs to buses on the way. There is no doubt that most of the drivers of the Department are experienced drivers, but their knowledge of minor repairs is very poor and it may not be safe to entrust them with this work. In the event of the breakdown of a bus, every provision is made for the transfer of passengers to another bus and for repairing the bus that broke down so as to enable it to resume service. In the Quilon-Shencotta route, however, owing to the long interval between services and the distance from the nearest garage, some of the experienced drivers are permitted to carry tools to attend to minor repairs, as otherwise the passengers might be put to much inconvenience by having to wait for a long time for the next bus. The honourable member Mr. Narayanaperumal Nadar was commenting on the breakdown of buses in the Nagercoil line and stated that it is happening almost every day. I do admit that it happens sometimes,

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although not as frequently as the honourable member states, but I may say that even if one breakdown happened every day it cannot be considered as something serious as the daily mileage on the line is over 3000 miles. I am not arguing in favour of breakdowns; I recognise that they cause inconvenience to passengers and every endeavour will be made to overcome these.

Another honourable member wanted to reduce the running time from Trivandrum to Quilon to two and a half hours. Generally 16 miles an hour is the "end-to-end" speed allocated to time-tables and experience has indicated that it would be inadvisable to increase that speed. Under the present condition of the road I am rather reluctant to reduce the running time between Trivandrum and Quilon.

I very much regret that the Department had not been able to overcome the difficulties in regard to window curtains. The trouble is due to the difficulty in obtaining adequate supplies of good water-proof cloth. There is no possibility of getting such kind of cloth in the immediate future.

As for the reservation of separate seats for ladies, it is an exceedingly difficult matter. Originally, first class seats were provided, but that proved a failure. Such seats were left vacant whilst passengers were standing. Because of the enhanced rates of charge for such seats, scarcely any passenger ever occupied them. But conductors have been instructed to do their utmost to see that the ladies are comfortably accommodated in the buses. I appreciate the public of Travancore for their ready co-operation in this respect. But if, as one of the lady members suggested, we are to reserve one bench for ladies, the same problem will arise when the number of ladies exceeds the number that can be accommodated in it. Further, if a recalcitrant male passenger were to insist on sitting on the reserved seat, who would have the pleasure of ejecting such a person? These are some of the practical difficulties for providing separate accommodation for ladies. It is hoped that with the co-operation of the male passengers, the conductors will be able to see that the lady passengers are comfortably accommodated.

In regard to waiting sheds, we are designing a standard type of shed and the Department proposes shortly to call for tenders for the manufacture of these sheds in large numbers. As soon as they are ready they will be installed at all important points.

I purposely left the question of overcrowding and hoped that I could perhaps devote a little time over it. Overloading or overcrowding, whatever you may call it, I admit still exists. Time-tables have been introduced on the various routes in accordance with the predetermined traffic demand. Our average receipt per mile is 8 cash and calculated on the basic fare of 8 cash per mile, it will be seen that the buses carry on an average 16 passengers per trip. I am suggesting that it is not the insufficiency of buses that causes overload. Unfortunately the public of Travancore have not yet realised the advantages of a bus service operating on a regular headway. They are rather apt to consider a bus service in the nature of a train service. For instance my

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attention was drawn to the overcrowding of a bus scheduled to leave Trivandrum at 7.20 A.M. to Kottayam every day. I ordered that an additional bus should be run, but whilst the scheduled bus was still overcrowded, the duplicate bus ran empty. Again take the case of the Kottayam-Quilon service. Between Kottayam and Kottarakara, these buses are half empty, whilst the buses bound for Trivandrum are crowded between these places. Passengers flock into the first bus they see without having the patience to wait for the next one which may arrive within twenty or thirty minutes. Running of supplementary buses does not effectively solve the problem of overcrowding on the intermediate stations on the routes. I think such a situation arises owing to the lack of appreciation of the queue system on the part of the passengers.

One honourable member suggested that the reduction of fare should be attempted, because of the present alleged high rates. I do not know whether the honourable member is aware of the fact that fares in operation here are the lowest obtainable in any part of India. If and when the Department is in the fortunate position of running entirely on indigenous fuels, I will be the first to recommend a reduction of fares which will result in an increase in the number of passengers to the further development and benefit of the Department.

MR. K. G. GOVINDAN: May I know what is the view of the member with regard to the accommodation of the standing passengers in the Transport Service.

MR. E. G. SALTER: The conductor has no power to eject any passenger who desires to stand in a bus. As an example, the Trivandrum District Inspector telephoned to me the other day that forty-two passengers had crowded into a bus about to depart for Nagercoil. All those people entered the bus and refused to get down in spite of requests. The conductor could not do anything in the matter.

MR. K. G. GOVINDAN: Is there any standing accommodation provision in any part of India where buses run?

MR. E. G. SALTER: Yes, there is provision in Bombay and Hyderabad.

MR. P. KUNJUKRISHNAN: May I know how the member proposes to meet the situation arising from the refusal of standing members to get out of the bus?

MR. E. G. SALTER: Legislation is the only remedy. The Motor Vehicles Bill is coming up shortly for debate.

The motion was by leave withdrawn.

Motion No. 4.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir I move

To reduce the allotment of Rs. 3,000 for travelling allowance by Re. 1.

My object is to bring home to the attention of Government as well as to the Director of the State Transport certain defects in the transport service, that appear to exist in the working of the department and which ought to be cured at the earliest possible opportunity

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both in the interest of making the department a profitable concern and increasing the facilities and convenience to the general travelling public. Before actually going into the subject matter of the cut motion, I should like to clarify my position so that it may not give room for any misunderstanding. Sir, I have had opportunities of becoming convinced of the Director's capacity and efficiency and above all his very careful attention even in minute matters. Of course, I am also aware that he has been doing his best for the better and more satisfactory administration of the department. Judging from the results of the working of the department during the current year I cannot endorse the view that every thing is going on alright in the department. Let us consider what is this due to. In the first place, I wish to point out that no profit worth the name is earned by the department and on the other hand I am inclined to doubt whether the department is not working at a loss.

It is really working at a loss. Sir, a reference to page 49 of the Preliminary Budget for the next year will show that the net receipts from the department according to the revised estimates for the current year is Rs. 63,400. Let us see whether this really represents the true state of affairs. In the first place we do not find any amount deducted towards the toll that had to be reduced on account of the operation of the transport service on the several routes. I carefully perused all the items detailed under the heading 'Working Expenses' and I am at a loss to see any such item entered under that head. Sir, I think the loss on this account will be more than the net receipts of Rs. 63,400 for the current year.

MR. E. G. SALTER: May I draw the attention of the member to page 52 of the Budget—Tolls Rs. 1,13,500?

PRESIDENT: There has been a change in the accounting procedure which I think the Financial Secretary will explain. The loss regarding toll and interest come under different headings now and that is the reason why there has been a lacuna in that particular page which the honourable member referred to.

MR. R. RAMA VARIER: Interest on these items has been shown separately.

PRESIDENT: Will the honourable member give the number of the page and also the manner in which interest and loss on account of tolls is shown? You will find it under Commercial Service.

MR. R. RAMA VARIER: On page 52 under Working Expenses we have made a provision of Rs. 1,25,000. Again on page 3 you will see an item of Rs. 3,89,800 under the head Interest on debt and other obligations, and Rs. 8,25,300 under interest on capital outlay on commercial schemes.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know the amount of interest on the Transport Department?

MR. E. G. SALTER: It is 4 per cent on the outlay.

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PRESIDENT: As a matter of fact honourable members will find that on page 53 all the Commercial Departments have been clubbed together. The question is out of that amount how much represents the Transport Department and how much other Departments.

MR. R. RAMA VARIER: Sir, page 32 may be referred to. For 1117—State Transport Scheme—Rs. 48,200, 1116 Rs. 47,600.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: My complaint is that that amount ought to be deducted from those items. In that case you will come to the net receipts for that year.

MR. R. RAMA VARIER: It has been explained in the Budget Memorandum, how the cash transactions and the profit and loss account has been prepared. Therefore it is shown separately, as Rs. 8,25,300 together.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: My point is this.

PRESIDENT: The honourable member may proceed. That is the best way.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: I am satisfied with this point.

Another point which I wish to point out is this. According to the current year's budget, the amount of contribution to the Transport Insurance Fund was estimated at Rs. 32,000 as we find from page 49. But, Sir, only Rs. 200 is deducted for that purpose. So the difference in the amount estimated and the amount actually set apart for the purpose should have been deducted from the gross receipts and according to me that also will reduce the net receipts by Rs. 31,800. I am satisfied with the amount set apart for the payment of tolls. At the end of the current year, according to para 36 of the Financial Secretary's speech, the total capital outlay on the scheme will be Rs. 11·16 lakhs. Interest on this amount at 4% per annum will be Rs. 44,640. Look at item 7 of the working expenses on page 49 of the Budget. This column is kept vacant both for the current and the next years. I am certainly at a loss to understand why the interest on the total outlay is not deducted from the net receipts of the year. When all these aspects are closely scrutinised it may become evident that the scheme has not proved to be a profitable concern. Now the question arises how can we make the concern a profitable one. For these reasons, I must submit that it is not fetching as much profit as we have expected.

I may suggest a few important means by which we can improve the position. The working expenses should be reduced as far as possible. When we have got Mr. Salter as the Director of the Transport Service and another Operating Superintendent under him to supervise the whole work, why should there be an Engineering Assistant? I think they must be proficient in Engineering also. We have got the District Inspectors and an adequate number of Checking Inspectors to find out whether there is any leakage in the revenue. In addition to these, we find that there is a Parcel Inspector and another Chief Transport Inspector. According to me, these two appointments are

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absolutely unnecessary. I have come across cases in which Parcel Agents have committed vagaries and frauds in the fixation of luggage charges. The ordinary Checking Inspectors on the route have found out such cases and have been able to realise from such people, the disparity. Hence there is no use of one particular Parcel Inspector being deputed solely for that purpose as the work can be satisfactorily turned out by others. According to me, the work is most satisfactorily managed and supervised by the existing District Inspectors and Checking Inspectors. I am satisfied that the Checking Inspectors and the Conductors are discharging their duties to the best satisfaction of the public.

In regard to the inconveniences that are being experienced by the travelling public, I have to bring to the attention of the Government and the Director of Transport one important matter. Sir, a few days ago I had the misfortune to travel from Trivandrum to Chengannur in a transport bus. I think the particular No. of the bus is 99. Throughout the whole distance, water was pouring in like anything. In fact there is absolutely no exaggeration when I bring to the pointed attention of the Chair that I was keeping my umbrella open throughout the whole journey. As a result of this I was laid up with fever for 8 days. Sir, it is no exaggeration. It is a statement of truth

PRESIDENT: The umbrella was not affected (*Laughter*).

MR. KAINIKKARA M. PADMANABHA PILLAI: Was the umbrella supplied by the Transport Department?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: No. I am not joking. I am very serious in this matter. I thought that was an exception to the ordinary state of affairs. But, Sir, afterwards I found that several buses especially on this route—Trivandrum to Kottayam—are of this nature. Consequently the travelling public are put to very great difficulties and inconveniences. Immediately I made enquiries to the Checking Inspector and Conductor concerned and asked them to report the matter to the Director of Transport and remedy these defects.

PRESIDENT: Are there not tarpaulins in the buses?

MR. E. G. SALTER: Yes, but they are meant for protecting the luggage and not the passengers.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: All the rain water will be collected on the top of the bus and that will be pouring in even after the rains have ceased. So the condition of the buses is very miserable and it is high time for the Director either to improve the condition or to take away all such buses from the lines on which they are operating.

MR. M. SIVATANU PILLAI: Is it not a curved surface that the buses have got?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Then a word with regard to another matter, the inconvenience caused to the public on account of the seating arrangement. Much was said here regarding the bug

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bites, etc. Sir, we can suffer even that. But the rattan seats have become completely damaged on account of long and rough use. We find in its place big hollow cavities and we are being practically suspended in the air by sitting on such seats. Sir, it is a good thing that you have been pleased to introduce the teaching of Yogabhyasom exercise in the Travancore University. Because at least those people may find it possible to travel in our Transport buses under their present condition. With these remarks I move the motion for the unanimous acceptance of the House.

MR. PADIYARA JOSEPH KUNJU : സർ, ഈ ഉപക്ഷേപത്തെ ഞാൻ ഹൃദയപൂർവ്വം അനുകൂലിക്കുന്നു. ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററി ഒന്നെങ്കിലും സംസാരിക്കുന്നതിനായി ഒഴുന്നേല്ക്കുമ്പോഴും എൻെറ മനസ്സ് നാനാവിധ വികാരങ്ങളാൽ വ്യഗ്രമായിത്തീരുന്നു. അതിൻെറ കാരണത്തെപ്പററി പറഞ്ഞു് ഈ സഭയുടെ സമയമോ അല്ലെങ്കിൽ എനിക്കു കിട്ടിയിട്ടുള്ള സമയമോ നഷ്ടപ്പെടുത്തണമെന്നു ഞാൻ വിചാരിക്കുന്നില്ല.

MR. KAINIKKARA M. PADMANABHA PILLAI : മെംബറിൻെറ വികാരങ്ങളും സാധാരണയായി നാനാവിധമായി പോകുകയാണോ ?

MR. PADIYARA JOSEPH KUNJU : നാനാവിധവികാരങ്ങളും എന്നുള്ളതിന് നാനാവിധമായിപോകുക എന്നുള്ളതിനും രണ്ടർത്ഥമാണുള്ളതു്.

സർ, ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററിയോ ഡിപ്പാർട്ടുമെൻറിൻെറ മേധാവിയെപ്പററിയോ എനിക്കു് വിരോധമുണ്ടെന്നും അതുകൊണ്ടാണു് ഞാൻ ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററി ഇത്ര കർശനമായ വിമർശനം എപ്പോഴും നടത്തുന്നതെന്നും എൻെറ ബഹുമാന്യ സ്നേഹിതന്മാർ പലരും ധരിച്ചിട്ടുണ്ടായിരിക്കണം. അവരുടെ ആ ധാരണ തെററാണെന്നു് ഞാൻ ആദ്യമായി പറഞ്ഞുകൊള്ളട്ടെ. എന്നാൽ പിന്നെ എന്തുകൊണ്ടാണു് അവസരം കിട്ടുമ്പോഴെല്ലാം ഞാൻ ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പററി വിമർശിക്കുന്നതു് എന്നു് ഒരു ചോദ്യമുണ്ടാവാം. സർ, ഫെബ്രുവരി ജൂലൈമാസം നാലാംതീയതി അങ്കു് ചെയ്ത ഒരു പ്രസ്താവനയിൽ ഇപ്രകാരം കാണുന്നു.

"The Financial Secretary has made it abundantly clear in his statement that the scheme has great possibilities".

സർ, ഈ വിശ്വാസം എനിക്കു് അന്നുമുണ്ടായിരുന്നു. ഇപ്പോഴും ഇല്ലെന്നു പറയുന്നില്ല. പൊതുജനങ്ങൾക്കു് ഇത്രമേൽ ഉപകാരം ചെയ്യാവുന്നതും, പ്രയോജനപ്രദമായിരിക്കുന്നതും, ന്യായമായി നടത്തുന്നതായാൽ ഗവണ്മെൻറിനു് ഇത്ര വലിയ മുതലെടുപ്പുണ്ടാക്കാൻ കഴിയുന്നതുമായ

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[Mr. Padiyara Joseph Kunju]

ഒരു ഡിപ്പാർട്ടുമെൻറ് മറെറാന്നും കാണുകയില്ല. സർ, അങ്ങയുടെ പ്രസ്താവനയുടെ മറെറാരു ഭാഗം ഇപ്രകാരമാണ്. "The minimum profit that we should get is 15 to 20 per cent on the capital outlay." സർ, ഇന്നത്തെ സ്ഥിതിയെന്താണെന്നു ഞാൻ അങ്ങയോട് വിനയാദര പുരസ്സരം ചോദിച്ചുകൊള്ളട്ടെ. ഈ സാമ്പത്തികം ഇപ്പോൾ ലഭിക്കുന്നില്ലെങ്കിൽ പിന്നെ എപ്പോഴാണു ലഭിക്കുക. ആത്മത്രാണപരായണനും വിബുധർസ്തോത്രോപഗീതങ്ങളാൽ കീർത്തിക്കപ്പെട്ടവനും ചിദാത്മനി രമിച്ചീടുന്ന സൽപുരുഷനും പ്രജാലക്ഷങ്ങളുടെ ആരാധനാപാത്രവുമായിരിക്കുന്ന ഒരു മഹാരാജാവാണ് ഞങ്ങളുടെ പൊന്നുതിരുമേനി. പോരെങ്കിൽ വിശ്വവിഖ്യാതനായി വിദ്വൽശിരോമണിയായി ഭാരതത്തിൻെറ അഭിമാനസ്തംഭമായി, പ്രസിദ്ധരാജ്യഭരണതന്ത്രജ്ഞനായി പ്രശോഭിക്കുന്ന ഒരു ദേഹമാണ് തിരുമനസ്സിലെ സചിവോത്തമൻ.

PRESIDENT: The transport is not run by learning.

MR. PADIYARA JOSEPH KUNJU: ഇക്കാലത്ത് ഇങ്ങനെയുള്ള പ്രവർത്തനങ്ങളിൽനിന്നും ലാഭമുണ്ടാകുന്നില്ലെങ്കിൽ പിന്നെ എന്നാണു ലാഭമുണ്ടാകുക എന്നാണ് ഞാൻ ചോദിക്കുന്നതു. സർ, മറെറാരു കാര്യം കൂടി പറയാം. ഫ്രഞ്ചുകാരുടെ ഒരു പ്രചണ്ഡമാരുതൻ തിരുവിതാംകൂറിൽ വീശിക്കൊണ്ടിരുന്നു. സ്റ്റേറുകാൺഗ്രസ് എന്നു പറയുന്ന ഒരു ക്രൂരരാക്ഷസി അവളുടെ കരാളദംഷ്ട്രങ്ങളും ഇളിച്ചുകാട്ടിക്കൊണ്ട് രാജ്യമൊട്ടുക്കു നടനം ചെയ്തുകൊണ്ടിരുന്നു. ആ പ്രചണ്ഡമാരുതൻ ഈ ഡിപ്പാർട്ടുമെൻറിനെ പറപ്പിച്ചുകളയുമെന്നും ആ ക്രൂരരാക്ഷസി ഇതിനെ വിഴുങ്ങിക്കളയുമെന്നും ഭയപ്പെട്ടുകൊണ്ടിരുന്ന ഒരു കാലമായിരുന്നു അതു്. ആ പ്രചണ്ഡമാരുതനും ആ ക്രൂരരാക്ഷസിയും അങ്ങയെയും വേറുതെ വിട്ടില്ല. അന്നു സപ്രജീവനെപ്പോലും തൃണവൽഗണിച്ച് ഈ ഡിപ്പാർട്ടുമെൻറിനെ അനുകൂലിച്ചവരിൽ ഒരാളാണു ഞാൻ.

PRESIDENT: Order, order. The honourable member is no doubt entitled to take the fullest latitude in regard to his observations. But I am giving him 10 minutes and the sooner he comes into what may be called the main feature of the case the better it would be.

MR. PADIYARA JOSEPH KUNJU: സർ, എന്നെപ്പറ്റി ഒരു തെറ്റിദ്ധാരണയുള്ളതുകൊണ്ട് ... ...

PRESIDENT: Oh, no. I am fully aware of the oratorical powers and the dialectical ingenuities of the honourable member. But within a limited and with a specific objective the scope for the exercise of those undeniable faculties is limited.

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MR. PADIYARA JOSEPH KUNJU: അതുകൊണ്ട് അതിനെപ്പറ്റി അധികമൊന്നും വിസ്തരിക്കാതെ ഒരു സംഗതിമാത്രം മുരുക്കുപ്പറഞ്ഞുകൊണ്ട് കാര്യഭാഗത്തിലേക്ക് പ്രവേശിക്കാം. ഇതിന്റെ ജനയിതാവ് ഞാനല്ലെങ്കിലും ഈ ഡിപ്പാർട്ടുമെൻറിനോട് എനിക്ക് അതുകൊണ്ട് ഒരു സാഹോദര്യമനോഭാവമാണുള്ളതു്. അതുകൊണ്ടാണ് ഞാൻ എപ്പോഴും ഈ ഡിപ്പാർട്ടുമെൻറിനെപ്പറ്റി വിമർശിക്കുന്നതു്. സർ, ഞാൻ എന്റെ ചില അഭിപ്രായങ്ങളം പറയുമ്പോൾ ചില ശകാരവർഷങ്ങളും മറും കേൾക്കേണ്ടിവരും.

PRESIDENT : Subject to the rules of parliamentary debates and the principles I have already indicated, the honourable member has the utmost possible latitude in the expression of his views.

MR. PADIYARA JOSEPH KUNJU: സർ, എല്ലാവരുടേയും ശകാരവർഷങ്ങളം കേൾക്കുന്നതിന് എനിക്കു ക്ഷമയില്ലെന്ന് ഞാൻ പറയുന്നു. എന്നാൽ അങ്ങയുടെ ശകാരവർഷം കേൾക്കുന്നതു് എനിക്ക് അമൃതുല്യമാണ്. അങ്ങ് എന്നെ താലോലിക്കുന്നതിനെക്കാൾ എന്നെ ശകാരിക്കുന്നതിലാണ് എനിക്ക് കൂടുതൽ ഇഷ്ടം. എന്തുകൊണ്ടെന്നാൽ "അദ്ധ്യാപകൻ തൻ പരുഷോക്തികേട്ടിട്ടും തൻ കരുത്താരുകത്താതെ മഹത്പമെത്തി ശാനോപലത്തിന്നരവാന്ന രത്നം ക്ഷോണീശമൂർധാവിൽ വിളങ്ങിടുന്നു." എന്നാണ് ഒരു മഹാകവി പാടിയിരിക്കുന്നതു്. അതുകൊണ്ട് അങ്ങയുടെ ശകാരം എന്നെ ക്ഷോണീശമൂർധാവിൽ വിളങ്ങിക്കുന്നതിനുള്ള ഒരു മാർഗ്ഗമായിട്ട മാത്രമേ ഞാൻ പരിഗണിക്കുന്നുള്ളു.

സർ, ആനയെ യേപ്പെടാം. ആനപ്പിണ്ടത്തെ ഭയപ്പെടാൻ എനിക്ക് സാധ്യമല്ല.

ഫ ഫ ഫ കാലത്തിലാണ് ഇതു് നടപ്പിൽ വന്നതു്. അതിനു ശേഷം പ്രസിദ്ധീകരിച്ച ഫ ഫ ഫ-ലെ അഡ്മിനിസ്ട്രേഷൻ റിപ്പോർട്ടിൽ നിന്ന് ഒരു ഭാഗം ഞാൻ വായിക്കാം. "One of the aims of the department was to effect standardisation of fare. Accordingly a fare of 8 cash per mile was adopted on all routes except in Trivandrum where the rate was 1 ch. per mile. The total capital expenditure incurred on the buildings, rolling stock, machinery, preliminary expenses, share of tools and plants adjusted by the P. W. D. and share of establishments was Rs. 6,03,089. The total receipts of the department for the year amounted to Rs. 3,56,254 and the working expenses came to Rs. 2,21,806." ഇതു രണ്ടും കൂടി കൂട്ടിയാൽ, എൻജിന്റെ ചിലവു നീക്കി അതുണ്ടിൽ വർക്കർ ഉപ ചിലവും തന്നാണ്ടിൽ അകപ്പാടെ ർസ്വസ്വർ ഫ രൂപ വരവും ഉണ്ടെന്നു കാണാവുന്നതാണ്. ഇപ്രകാരം അതു ദർഷം നഷ്ടത്തിൽ കലാശിച്ചു.

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ഫ ഫ നമ്പ കക്കടകത്തിൽ ഫ ഫ ര-ലെ ബഡ്ജറ്റ് അവതരിപ്പിച്ചു കൊണ്ട് ഫിനാൻഷ്യൽസെക്രട്ടറി ചെയ്ത പ്രസംഗത്തിൽ ഞങ്ങളെ വ്യാമോഹിപ്പിച്ചതു ഇപ്രകാരമാണു്. "It is proposed to buy 50 buses fitted with diesel engines."

ആ ഡീസിൽ എൻജിൻ ഇപ്പോഴൊന്നുമില്ല. "and 10 lorries for the present and to entrust the management to an expert who will be engaged for a term."

സർ, ഈ ഓരോ സംഗതിയും പ്രത്യേകം ശ്രദ്ധിക്കണമെന്നു് ഞാൻ ആവശ്യപ്പെടുന്നു. ഇപ്പോൾ അദ്ദേഹം ആയുഷ്ക്കാലമെംബറായി ശുപാ ർശചെയ്യപ്പെട്ടിരിക്കുന്നു. "All his superior and subordinate staff will be recruited in Travancore."

അദ്ദേഹത്തിനു് സുപ്പീരിയർ സ്റ്റാഫ് ഏതാണു്, ആരാണു? ഒരു തരുമില്ല. അദ്ദേഹത്തിന്റെ സബാർഡിനേറ്റ് സ്റ്റാഫ് ഇപ്പോൾ വിദേശികളാണു്. "A return of at least $7\frac{1}{2}$ per cent is expected from this concern."

ഏഴരശതമാനം ലാഭം ഇപ്പോഴുണ്ടോ എന്നാണു് ഞാൻ ചോദിക്കുന്നതു്.

MR. E. G. SALTER: Sir, may I know whether that statement was made before the war broke out or after the war?

MR. PADIYARA JOSEPH KUNJU: എനിക്കൊന്നും മനസ്സിലായില്ല.

MR. PUTHUPALLI S. KRISHNA PILLAI Sir, may I translate what Mr. Salter said for the information of the member?

PRESIDENT: No. The time limit for the close of the debate on the grant is 9 minutes more.

MR. M. SIVATANU PILLAI: യുദ്ധം വന്നതിനുശേഷവും ആറരശതമാനം ലാഭം കിട്ടുന്നുണ്ടെന്നു മെംബർക്കു് അറിയാമോ?

MR. PADIYARA JOSEPH KUNJU: അതിനെപ്പറ്റി പറയുന്നുണ്ടു്.

ഫ ഫ ഫ ര-ൽ കുറെ ലൈനുകൾ കൂടി നീട്ടുകയുണ്ടായി. ആ ആണ്ടത്തെ വരവുചെലവുകൂടി പരിശോധിക്കാം. ആ ആണ്ടിൽ ആകെ വരവു് ഫ ൻ ൦ ,ഫ ര ഫ രൂപായും അതിൽ ചെലവു് ന്യൻ ൨,നൻ ൦ രൂപയുമാണു്. എന്നാൽ അവിടെ ടോളിന്റെ സംഖ്യയോ മറ്റു ചെലവുകളോ വെയർ ആൻഡ് ടയറോ ഒന്നും കൊള്ളിച്ചിട്ടില്ല. അതുംകൂടി കൊള്ളിച്ചാൽ ആ ആണ്ടിലും നഷ്ടം തന്നെയാണു്.

ഫ ഫ ഉ-ലെ കണക്കെടുക്കാം. ഫ ഫ ഫ ര കക്കടകത്തിൽ ഫ ഫ ഉ-ലെ ബഡ്ജറ്റ് അവതരിപ്പിച്ചുകൊണ്ടു് ഫിനാൻഷ്യൽസെക്രട്ടറി

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ചെയ്ത പ്രസംഗത്തിൽ ഇപ്രകാരം കാണുന്നു. "But considering the various adverse circumstances which prejudicially affected the smooth working of the scheme, such as obstruction to traffic on account of political disturbances, destruction and damages to buses caused by the mob at several places and rise in the price of diesel oil.....

PRESIDENT : The honourable member has 2 minutes more.

MR. PADIYARA JOSEPH KUNJU: എനിക്ക് 2 മിനിട്ട് മാത്രം അനുവദിച്ചിരിക്കുന്നതുകൊണ്ട് മുക്കിപ്പറഞ്ഞുക്കാം. ഫ ഫ ഫ ങ-ലും ഈ ഡിപ്പാർട്ടുമെൻറുകൊണ്ട് നഷ്ടമാണുണ്ടായത്. ഫ ഫ സ-ലും നഷ്ടത്തിലാണ കലാശിക്കുന്നതു. ഗവണ്മെൻറ് വളരെ ആദായകരമായി കണക്കാക്കിയിരിക്കുന്നതും വാസ്തവത്തിൽ ആദായപ്രദമായിരിക്കേണ്ടതുമായ ഈ ഡിപ്പാർട്ടുമെൻറ് ഇപ്രകാരം നഷ്ടത്തിൽ കലാശിക്കുന്നതു കാണുമ്പോൾ എനിക്ക് വ്യഥയപൂർവമായ മനസ്താപമുണ്ട്.

വളരെ ആദായമുണ്ടാക്കാവുന്ന ഒരു ഡിപ്പാർട്ടുമെൻറ ഇപ്രകാരം നഷ്ടകരമായി പരിണമിച്ചിരിക്കുന്നതിൽ വളരെ സങ്കടമുണ്ട്. ഈ ഡിപ്പാർട്ടുമെൻറധ്യക്ഷനെപ്പറ്റി എനിക്കു യാതൊരു പരാതിയുമില്ല. ന്യായമായി ചില ചോദ്യങ്ങൾ ഞാൻ ചോദിച്ചതിനു എന്റെ കണ്ണുരുക്കും എന്റെ മൂക്കു ഇടിച്ചുപരത്തുകളയും എന്നും മറ്റും അദ്ദേഹം ഈ സഭയിലെ ചില മെംബറന്മാരോടു പറയുകയുണ്ടായി. സർ ഞാൻ

PRESIDENT : Within the House or outside was that remark made?

MR. PADIYARA JOSEPH KUNJU: ഈ അസംബ്ളിഹാളിൽവച്ചാണ് അദ്ദേഹം പറഞ്ഞതു്. ഇടിക്കു പകരം ഇടികൊടുക്കുന്നതിനു് എനിക്കും അറിയാം. നാടൻ ഇടിയുടെ രുചി ധാരയുള്ള അറിഞ്ഞുകൂടാ. പക്ഷെ എന്റെ നില എന്നെ അതിനു് അനുവദിക്കുകയില്ലെന്നേയുള്ളൂ.

സർ, ഈ അടിയെപ്പറ്റിയും ഇടിയെപ്പറ്റിയും ഒന്നും എനിക്കു അശേഷം പേടിയില്ല.

MR. N. NARAYANA KURUP: മെമ്പറിനെ ഉപദ്രവിക്കുമെന്നു പറഞ്ഞതിലാണോ സങ്കടമുള്ളതു്?

MR. PADIYARA JOSEPH KUNJU: സർ, ഇങ്ങനെയാണെങ്കിൽ ഇസ്തിയും അടിമുറകളും മറ്റും അഭ്യസിക്കേണ്ടതായിവരും.

MR. E.G. SALTER : Sir, there appears to be still existing in the mind of Mr. Padiyara Joseph Kunju the impression that the Transport Department is working at a loss. It was in an endeavour to remove that erroneous impression that a statement was circulated among the honourable members of this House. I presume that as that apprehension still exists, the statement failed in its object. Perhaps it should have been circulated in Malayalam. All I can say is that in the year 1113 the profits of the Department were over 24 per cent. In 1114

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[Mr. E. G. Salter]

the profits were 7 per cent. In 1115 they were about 7 and a half per cent. This year it is likely to be 6 per cent, even though there is a war on. In respect of the profits for this year, I may explain that the extra expenditure on one item, alone, namely, petrol, was Rs. 70,000. The Department could not reasonably be expected to have budgeted for rises in prices such as this. Thus, circumstances entirely beyond the control of the Department account for the reduction in the anticipated profits, but now I am asked "where is the 7½ per cent.

Let us have fair criticism ; that is all I ask, and I shall endeavour to the best of my ability to answer such criticisms, On an earlier occasion I had voiced my appreciation of the constructive criticisms which had been submitted by some honourable members, but this is merely destructive criticism, a past time which can be indulged in easily without very much thought for the subject under discussion. It gets us nowhere, it serves no public purpose, but is merely the satisfaction of a disordered mind.

The motion was not pressed. The demand was then put to vote and carried. The grant was made.

DEMAND X—CLAY REFINING AND PORCELAIN FACTORY.

SARDAR DOGAR SINGH: Sir, I beg to move for a grant of Rs. 3,04,600 under Demand X – Clay Refining and Porcelain Factory.

The following motion was not moved :

Motion No. 1.

1. MR. PULIYOOR T. P. VELAYUDHAN PILLAI :

To reduce the allotment of Rs. 1,200 for salaries by Re. 1.

Motion No. 2.

MR. KANNANTHODATH JANARDANAN NAIR : Sir, I move the following motion ;

To reduce the allotment of Rs. 1,200 for salaries by Re. 1.

This is intended to discuss about the working of the factory. Why should the State take up the industries ? When the State takes up industries, the principle underlying such taking over is that the income derived out of such enterprises should go to enrich the purse of the State thereby enabling the State to substitute that for taxes. The economic position of our country is going from bad to worse. The prices of our produce have gone down by fifty per cent. Our trade balance is dwindling. The wealth of our country has gone down to a great extent and together with it the taxable capacity also has gone down. The taxable capacity of the people fall in a greater proportion than the fall in wealth. It is then that the State industries, its capital investments, should give sufficient return to compensate or substitute the taxes borne heavily by the people. The return from the capital investments of the Mysore State is 19 per cent of the total revenue. Now we come to our industries. The ceramic factory is the foremost. What has that contributed ? It is three years since the factory has begun to work though it was formally opened only in 1115. I shall

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prove to the House that the factory has not been able to do what was expected of it. We shall take receipts on one side and disbursements on the other for a comparative study. In 1114 when we expected a receipt of Rs. 3 lakhs, in the revised estimate that fell to Rs. 25,000 and the actuals came to Rs. 14,247. In 1115, when we budgeted for a receipt of Rs. 2,22,000 the revised estimate went down to Rs. 1,70,000 and the actuals have come to Rs. 79,198 ; but the actuals shown is 50,000. In 1116 we expect a total receipt of Rs. 3 lakhs, but even in the revised estimate the amount expected is only Rs. 25,000. It need not be added that our past experience do not lead us to expect that we will realise the full amount thus expected. So on the receipt side there is a fall in hundred thousands. Now we will take up the expenditure side. In 1115 when the budget estimate was Rs. 1,22,000 it increased to Rs. 1,37,885 in the actuals. Coming on to capital expenditure we find that when we budgeted for an expenditure of Rs. 2,25,000, Rs. 1,35,000 and Rs. 50,000 respectively in 1113, 1114 and 1115, the revised estimates rose to Rs. 2,86,000, Rs. 1,30,000 and Rs. 80,000 and the actuals still rose to Rs. 3,67,312, Rs. 1,85,255 and Rs. 81,533 for the same period. So on the disbursement side both under ordinary expenditure and capital expenditure we find an increase by hundred thousands. The enormous increase in capital expenditure shows that the Expert has been given ample facilities by the Government to show progress in the working of the factory wherever I have pointed out the repeated failures of the factory. I am asked to wait and watch. Neither am I an expert in economics nor have I conducted any industries. Yes, I will wait. I will wait indefinitely if required. We have got a big deposit of china-clay in Kundara, which we were exploiting and selling realising a sum of about Rs, one and a half lakhs annually. The complaint against the factory is that both the sale proceeds of china clay and at times further funds from Government exchequer are spent on manufacture and is wasted in that effort—that everything is lost. I am told that the manufacture is conducted to save the second quality china-clay. Thus in our anxiety to make the best use of our china clay which cannot be supplied to paper or textile mills, in our anxiety to use everything that we get out of our mines and secure profits from that too we are losing what we get out of the sale of our first quality clay acclaimed as the best in India. So the result is that our natural resources are ruined for nothing, not to mention the additional funds we had to lose at times.

Sir, the factory is said to be progressing. In the budget estimate of 1115, I find that the Expert hopes to manufacture Rs. 90,000 worth of articles. In 1116, we find the expectation is only for Rs. 75,000 worth of articles to be manufactured. This is the progress we expect to make in manufacture. Where can all this money go? How can it be lost ? When I speak about the loss, I am reminded of the information given to me by people who have some knowledge of the factories of this kind. What actually happens is this. Although the Expert

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[Mr. Kannantnodath Janardanan Nasr.]

was telling me this morning that the percentage of loss in the manufacture was nothing, that cent per cent of the things sent into the furnace come intact to my knowledge the loss is not less than 60 per cent. So much so 40 per cent of the articles coming out of the factory will have to bear the cost of the 100 per cent. of the articles that go into the factory. When these articles are sent to the market, however excellent they may be, they have to compete with other articles of the same variety and sell at their market rates. Because the 40 per cent of the articles going out from the factory to the market has to bear the cost of the 100 per cent manufactured there, the 60 per cent loss being never shown in the account, they sell at a price much lower than the actual cost price—the cost of manufacture. Thus when we sell our article and secure a price almost double that amount is lost on that article alone and the loss is imperceptible It is well known that the broken articles are at once thrown into the lake nearby. If this process of manufacture continues at this rate I am afraid the lake will be reclaimed very soon.

This year, I find, a kind of trick in operation in the preparation of the budget for the factory. Last year the various necessities of the factory such as felspar, quartz, Attingal clay, paints, chemicals etc., were budgeted for item by item. The total provision for the year was Rs. 1,25,000.

But this year we find only a lump provison of Rs. 1,85,000. Even though there is a rise of Rs. 60,000, I am unable to scrutinise the figures because of the trick in budgeting referred to above. If item by item is given we would be able to understand and scrutinise whether the factory is advancing in manufacture of pipes, jars, cups and saucers, etc. Similarly, it was the practice till last year to state in the budget separately how much we expect to receive from the sale of china clay and how much we hope to realise by the sale of manufactured articles. But this year for that too only a lump provision is given.

Even though it is expected in the revised estimate that a lakh and 60 thousand rupees were realised by the factory both by the sale of refined china clay and by the sale of articles manufactured in the factory in 1116, no mention has been made as to what amount will be realised by the sale of manufactured articles. In 1117, I find a lump sum expectation of Rs. 3,65,000. Here too it is not mentioned what amount is going to be realised out of the sale of china clay and what amount out of the sale of manufactured articles. These methods also put me to the difficulty of ascertaining whether the factory is progressing in the line of manufacturing articles.

PRESIDENT : The honourable member has two minutes more.

MR. KANNANTHODATH JANARDANAN NAIR : Yes, Sir, I shall make the best use of that time. In this connection I also want to bring before the notice of Government some other things which in public interest I think, I should make menti on. These relate to the execution and giving of contracts and regarding the acceptance of tenders. Very many complaints have arisen in respect of these matters. I know, Sir, that the majority of the contracts are given to one Mr. Fernandez. Some show of calling tenders is put up. Mr. Fernandez himself will go out

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and collect a few tenders with rates quoted far higher than his and submit them to the Expert who will accept Mr. Fernandez's as the lowest. It is rumoured that Mr. Singh himself invests money and does the work, the poor Mr. Fernandez getting something for his maintenance. I hear also that proper vouchers are not kept for the items in connection with the execution of the contracts. Now that the contracts are given after consultation with two or three other officials forming a committee, I feel the irregularities connected with this will be remedied to some extent. But we wait to hear what the Audit Report has to say about this and other matters of which my prescribed time-limit disable me to speak about. If the contracts are given and executed according to my information I think very many irregularities could be detected in the manner in which they have been done. If the Government find that these allegations are true.....

PRESIDENT : In what relation does the honourable member refer to the contracts?

MR. KANNANTHODATH JANARDANAN NAIR : Sir, of course, not in relation to the public works. One or two words more about the behaviour of the Expert towards his subordinates and other officials and non-officials whom he meets, and I have done with the subject. Delicacy and respectability stand in my way to mention what all things take place in the factory. When I say that his behaviour in this respect is far from satisfactory. I hope he will understand it in all its seriousness. It is better that he corrects himself than be corrected by somebody else. I hope he will do so too. With these words I commend the motion for the acceptance of the House.

MR. P. SIVARAMA PILLAI : Sir, I wish to offer a few remarks in this connection. I do not want to go into the details how far the Expert is satisfying the expectations of the public or Government. It is an admitted fact that we produce the finest clay available. It is also admitted that we have at present got very large orders from the Government of India for the articles that could be produced in the factory. We all know that the factory has been working for two or three years. Yet we are not in a position now to satisfy all the orders that could be got from the Government of India. So the legitimate conclusion that we are led to arrive at is that every thing is not going on alright with the Ceramic Factory. Possibly something is wrong in the management or possibly something is wrong with the commercial side of the concern. I have my honest doubt whether the present Expert possesses sufficient experience on the commercial side. He might be an excellent Expert so far as the manufacturing side is concerned. This morning I was responsible for an interpellation whether the present Expert has got sufficient experience or knowledge on the commercial side of the factory. I was answered 'Yes'. I want to know his previous experience with regard to the commercial knowledge or management of any other factory. Sir, it may be rather difficult in these days to get an Expert with sufficient commercial knowledge also to manage the factory. We are now concerned with the commercial side of the manufacture in view of the large orders of the Government of India. There are only 5 or 6 Porcelain Factories in India. Under the circumstances we can legitimately hope to expect a

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[Mr. P. Sivarama Pillai.]

large profit from the concern in view of the present demand for our manufactured goods, during the next two or three years. I would request that these facts must be borne in mind by the Expert in the management of the Ceramic Factory. With these words I support the motion.

SARDAR DOGAR SINGH: Sir, one of the honourable members said in the course of the discussion that the Ceramic Factory started work 3 years ago. This is absolutely incorrect. The opening ceremony of the factory was performed in Kumbhom 1115. It is only 6 months since we started the manufacture of the articles on a commercial scale. And it is 16 months since we began to get money from our activities. By that time we have produced goods to the value of Rs. 79,900 *i. e.*, from the month of March to the end of 1115. For the 11 months of 1116 we have produced goods including china clay for Rs. 1,52,304. The total expenditure for these two years is distributed as follows:—

Rs. 65,688 for direct wages.
Rs. 15,816 for wood purchase, *i. e.*, indirect wages.
Rs. 11,776 for the electricity used *i. e.*, indirect wages.
Rs. 17,134 for the administration.

Thus a total amount of Rs. 2 lakhs and odd has been expended. Of this only Rs. 20,000 approximately has gone out of Travancore for the purchase of felspar, quartz, and coal. Not only that, Sir, the factory has given employment to 1,500 people on an average since 1936 up till now.

As regards the contract that was given to Stephen Fernandez I must say that he is a P. W. D. contractor who gets contracts on the tenders presented by him. Because he submitted the lowest rates he was preferred.

PRESIDENT: I heard Fernandez. What is his real name?

SARDAR DOGAR SINGH: Sir, his real name is Stephen Fernandez.

MR. KANNANTHODATH JANARDANAN NAIR: May I know whether the honourable member would ascertain facts after enquiry regarding the allegations that I have made about the giving out of the contracts?

SARDAR DOGAR SINGH: He is not working under me. He is a P. W. D. contractor. Sir, one of the honourable members said that the articles produced in the factory are not up to the standard. I think, Sir, that he is totally wrong. And he has got little knowledge regarding this. From the fact that even the Government of India has placed with us large orders for insulators and crockery articles etc., it could be seen that no other concern in India could make such articles, at these prices. The articles produced have been tested and approved. The Government of India have placed with us substantial orders for the same.

MR. KANNANTHODATH JANARDANAN NAIR: Out of the Rs. 3,69,000 expected for next year, may I know from the honourable member how much he expects under the sale of china clay and under the sale of other articles?

SARDAR DOGAR SINGH: From the sale of insulators and other articles we can expect an amount of Rs. 52,729. By selling first quality china clay and the second quality china clay we can get one lakh of rupees. It may take two months' time to complete the new washing plant.

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MR. KAINIKKARA M. PADMANABHA PILLAI: The honourable member said that articles to the value of Rs. 2,31,000 were manufactured in 1115 and to the value of Rs. 1,51,000 in 1116. Is it the cost of articles manufactured excluding the cost of production?

SARDAR DOGAR SINGH: As I have said already the cost of manufacture from the month of March 1940 up to the end of the Malabar year 1115 is Rs. 77,735.

MR. KAINIKKARA M. PADMANABHA PILLAI: My doubt is about the figure Rs. 2,31,000. Is it the price of the articles manufactured or the cost of production of the articles including the cost of the refined china clay?

SARDAR DOGAR SINGH: This is the price of the articles sold.

MR. KAINIKKARA M. PADMANABHA PILLAI: May I know what would be the cost of clay that has got into the production?

SARDAR DOGAR SINGH: We have got three types of clay *i. e.*, first quality, second quality and third quality. The third quality china clay we are selling at 12 rupees per ton.

PRESIDENT: This discussion would make it possible for our competitors to know the possibilities of our factory.

SARDAR DOGAR SINGH: One of the honourable members said that the factory was started in 1114. It is well known to the Government the fact that it was only at the end of 1114 that two experts were invited by the Government, to investigate thoroughly whether we will be able to sell this clay and whether our clay is suitable for paper and textile manufactures. They submitted a report and..... .....
I am glad that Dr. Gilson's report is with the Government. Although it is confidential Mr. .....report.....

PRESIDENT: The honourable member should be the last person in the world to divulge these things.

SARDAR DOGAR SINGH: So we had never started the manufacture or washing of clay in 1114. We were only just experimenting with a few hundred tons of clay to send it abroad as a trial and to know what value our clay will get. Even during this experimental period we were able to sell for Rs. 14,000. Most of the honourable members have not paid a visit to the Factory and they do not know how big the factory is and how much work I have to control. It is not a case that I have to control 10 or 20 graduates or under-graduates in my office.

MR. KANNANTHODATH JANARDANAN NAIR: May I know whether experts are not appointed by Government to conduct the factory and it is not for the members to go, see and understand things, but that they care only for the profits that are derived out of the institution?

SARDAR DOGAR SINGH: I have given you the total income.

PRESIDENT: The honourable member will address the Chair.

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SARDAR DOGAR SINGH: The honourable members can go through these figures and know what I have expended. We have deducted Rs. 30,000 for depreciation. By order of the Government, I have to submit monthly statement. Not only that, I have been controlled by the Chief Secretary so much that there is not a single month when the Chief Secretary or the Accountant-General does not inspect the books on the spot. What more can I do? What I could do, I have done and if the Government and the House will give me 4 or 5 years' time and allow me to work according to my plan, I can assure anybody that I will be able to give not less than Rs. 7 lakhs every year. If any honourable member wants to put me any question, I am quite prepared to answer it. But the question must not be irrelevant. (*Laughter*).

MR. KANNANTHODATH JANARDHANAN NAIR: Appreciating the entertainment he extended to us, appreciating the clarity and enthusiasm with which he explained the position, taking his word of honour and assurance that he has done his best in the past and taking his promise that he will do his best in future, I am not inclined to press the motion.

The motion by leave was withdrawn.

Motions Nos. 3 to 5.

The following motions were not moved :—

MR. PULIYOOR T. P. VELAYUDHAN PILLAI :

To reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1.

MR. S. NARAYANA PILLAI :

To reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1.

MR. P. S. MUHAMED :

To reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1.

Motion No. 6.

MR. K. KUNJU PANICKER: Sir, I beg to move to reduce the allotment of Rs. 1,79,600 for working expenses by Re. 1 to discuss about the necessity of opening sale depots or agencies at every important centres and markets in the State to make the articles within the reach of purchasers throughout.

PRESIDENT: This is a matter to which the attention of Government has been drawn. As a matter of fact, Government have been very anxious not only with regard to the Ceramic Factory but also with regard to other industrial concerns to have agencies. We have not received any satisfactory reply to that query. But at present that question does not arise because practically for the next few years, orders connected with war requirements are such that it will be more than the Ceramic Expert's task to fulfil all those orders. As a matter of fact, we cannot even fulfil those orders which the Government of India have placed with us unless we work hard. So, this is not the proper time for opening up agencies.

MR. K. KUNJU PANICKER: Sir, I do not press the motion.

The motion was by leave withdrawn.

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MR. N. VELU ACHARI: I move that to reduce the allotment of Rs. 1,76,600 for working expenses by rupee 1.

സർ, ഈ കട്ട് മോഷൻ അവതരിപ്പിക്കാനുള്ള കാരണം സിറാമിക്സ് ഫാക്ടറിയിൽ വരുത്തേണ്ട ചില പരിഷ്കാരങ്ങളെ ഗവണ്മെന്റിന്റെ ശ്രദ്ധയിൽ കൊണ്ടു വരുന്നതിനുവേണ്ടിയാണ്. ഞാൻ ആ ഫാക്ടറിയിൽ പോകയും, അവിടെ നടക്കുന്ന ജോലികളും കാണുകയും ഉണ്ടായിട്ടുണ്ട്. ക്ലേ വ്യവസായം അനേകായിരം വർഷങ്ങളായി നമ്മുടെ നാട്ടിൽ നടന്നു വരുന്ന ഒന്നാണ്. ഇന്നാകട്ടെ നമ്മുടെ ഗവർമ്മെൻറ് അത് ശരിയായ നിലയിൽ നടത്തി സ്റ്റേറിന് ആദായമുണ്ടാക്കണമെന്നും സാധുജനങ്ങൾക്കു തൊഴിൽ കൊടുക്കണമെന്നും ഉള്ള ഉദ്ദേശത്തോടുകൂടി ഒരു ഫാക്ടറി തുടങ്ങി. ഈ വ്യവസായത്തിൽനിന്നും നല്ല ആദായം ഉണ്ടാക്കാനും അനേകായിരം ജനങ്ങൾക്കു തൊഴിൽ കൊടുക്കാനും കഴിയുമെന്നാണ് എന്റെ വിശ്വാസം.

ഇവിടത്തെ കളിമണ്ണ് ശുദ്ധിചെയ്തു ഉപയോഗയോഗ്യമായി എടുക്കുന്നതിനു അന്യനാട്ടിൽനിന്നും ചില അസംസ്കൃത സാധനങ്ങൾകൂടി വേണ്ടിയിരിക്കുന്നു. ഈ സാധനങ്ങൾക്ക് ഒരു വലിയ സംഖ്യ നാം അന്യനാട്ടിലേക്ക് അയക്കേണ്ടിയും ഇരിക്കുന്നു. ഇതിൽ പ്രധാനമായി ഞാൻ കണ്ടതു കളിമണ്ണിനോടുകൂടി ചേക്കാൻ തുശ്ശിനാപ്പള്ളിയിൽനിന്നും മറ്റും വരുത്തുന്ന ഒരു തരംവെളുത്ത കല്ലാണ്. ഇതു നമ്മുടെ നാട്ടിൽ പല സ്ഥാനങ്ങളിലും കാണുന്നതും മറ്റു ചില ഉപയോഗത്തിനെടുക്കുന്നതും ആയ വെള്ളാറംപാറപോലെ ഉള്ളതാണ്. ഇതു ടൗൺ വിട്ട പല സ്ഥലങ്ങളിലും ധാരാളമുണ്ട്. ആ തരം കല്ലുകൾ നമ്മുടെ ഉപയോഗത്തിനു മതിയാകുവോളം രാജ്യത്തു ഉണ്ടാകുമോ എന്നന്വേഷിക്കേണ്ടതാകുന്നു.

PRESIDENT: Certain surveys have been conducted with regard to felspar and quartz in Travancore. I do not think there is much of felspar in Travancore. Is it not so Mr. Dogar Singh?

SIRDAR DOGAR SINGH: Sir, Felspar and quartz may or may not be available in Travancore. But it is not for my Department or the staff of my department to enquire after where it is available and what its transport cost will be. If any contractor is prepared to come forward and supply us these materials we are ready to get it from him at the rate at which we are now purchasing, that is, Rs. 4 per ton Moreover the total quantity of felspar that we require is only 100 tons per year.

MR. N. VELU ACHARI: ഈ കല്ല് ചേക്കാതെ കളിമണ്ണുകൊണ്ട് പാത്രം ഉണ്ടാക്കിയാൽ അതിനു ബലക്കുറവും വെടിപ്പും ഉണ്ടാകുമെന്നുള്ളതുകൊണ്ടാണ് ഈ കല്ല് പൊടിച്ചു ചേക്കുന്നത്. ഈ കൽപൊടിക്കു പകരം മറ്റെന്തെങ്കിലും ചേക്കാമോ എന്നു ഞാൻ ഒന്നു പരിശോധിച്ചു

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[Mr. N. Velu Achari.]

നോക്കി. കടൽപ്പുറത്തുള്ള വെള്ള മണൽ കൊണ്ടുവന്ന് അരിച്ചുചേർത്തു പാത്രം ഉണ്ടാക്കി ചുട്ടുനോക്കി. അതിൽ വെടിപ്പ് ഉണ്ടായില്ല. അതു കൊണ്ട് വിദേശത്തുനിന്നും വരുന്ന ഈ കല്ലിനു പകരം പ്രകൃതി വിലാസത്താൽ ധാരാളമുണ്ടായിക്കൊണ്ടിരിക്കുന്ന കടൽപ്പുറത്തുള്ള മണൽ ചേർത്താൽ നമുക്കു കൂടുതൽ ആദായം ഉണ്ടാക്കാം. കടൽപ്പുറത്തു മണലിൽ പല നിറത്തിലും മറു ചില മണൽ കണ്ടേക്കാം. മിനറൽ കമ്പനിയിലും മറും മോണസൈറ് പ്രത്യേകം തിരിച്ചെടുക്കുന്നതുപോലെ വെള്ള മണലും മറു നിറമുള്ള മണലുകളിൽനിന്നു തിരിച്ചെടുക്കാൻ കഴിയുന്നതായിരിക്കും.

രണ്ടാമതായി സാമാനങ്ങൾ ഉണ്ടാക്കുന്നതിലും വിലവയ്ക്കുന്നതിലും അല്പം ശ്രദ്ധിക്കേണ്ടതായിട്ടുണ്ട്. അവിടെയുണ്ടാക്കുന്ന മറു സാധനങ്ങൾക്കു പുറമെ ഒരു ജോഡി കപ്പും സാസറും ഞാൻ 8 അണ കൊടുത്തു വാങ്ങിച്ചു. അതുപോലെയുള്ള കപ്പും സാസറും ഇവിടത്തെ കടകളിൽ 8 അണയ്ക്കു കിട്ടുന്നതാണ്. എന്നു മാത്രവുമല്ല അവിടെയുണ്ടാക്കുന്ന സാമാനങ്ങൾക്കുള്ള വിലയിൽ വളരെ അന്തരം കാണുന്നു. കളിമണ്ണിന്റെ തുക്കം കൊണ്ടാണെന്നും വിചാരിക്കാൻ നിവൃത്തിയില്ല. കപ്പിന്റേയും സാസറിന്റേയും തുക്കത്തിലുള്ള മണ്ണുകൊണ്ട് ഉണ്ടാക്കിയ മറു ചില സാധനങ്ങൾക്ക് ഒന്നും രണ്ടും രൂപാ വില വച്ചിരിക്കുന്നു. അതു ശരിയായിട്ടുള്ളതല്ല. ഈ വക സാമാനങ്ങൾ ഉണ്ടാക്കുന്നതു മൊൾഡ് ഉണ്ടാക്കി അതിൽ പാകപ്പെടുത്തിയ കളിമണ്ണു കലക്കി ഒഴിച്ചെടുക്കുകയാണ്. മോൾഡിൽ ഉള്ള വ്യത്യാസം അല്ലാതെ മറു ജോലികളിൽ വ്യത്യാസമില്ലാത്തതുകൊണ്ട് ഒന്നിന് വിലക്കൂടുതലും ഒന്നിനു വളരെ വില കുറവും വച്ചിരിക്കുന്നതു ശരിയായി തോന്നുന്നില്ല. ഇതു പ്രത്യേകം ശ്രദ്ധിച്ചു കഴിയുന്നതു സഹായമായി കൊടുക്കുന്നപക്ഷം ധാരാളം തൊഴിലും ആദായവുമുണ്ടാകും. മൂന്നാമതായി ഇതുയും വൻപിച്ച തുക ചെലവാക്കി ജോലി ചെയ്യുന്ന ഒരു ഫാക്ടറിയിൽ ആയിരമോ ആയിരത്തിഅഞ്ഞൂറോ ജോലിക്കാരെ ഉള്ളൂ എന്നാണ് ഇവിടെ പറഞ്ഞതു്. ഇവിടെ സാമാന്യ ജനങ്ങൾക്ക് തൊഴിൽ ഇല്ലാതെ പട്ടിണിക്കാരായി പോകുന്നു എന്നാ അവർക്കു ജീവിതമാർഗ്ഗങ്ങൾ ഉണ്ടാക്കണമെന്നും മുറവിളി കൂട്ടുന്നതു കണ്ടിട്ടാണ് ഇത്തരം വൻവ്യവസായങ്ങൾ തുടങ്ങിയതെന്നു ഞാൻ വിചാരിക്കുന്നു. എന്നാൽ എന്റെ എളിയ അഭിപ്രായത്തിൽ ഈ ഫാക്ടറിയിൽ ഒരു അയ്യായിരം ആളുകൾക്കെങ്കിലും ജോലി കൊടുക്കാൻ സാധിക്കും. അങ്ങനെ ഇവിടെ സ്ഥാപിച്ചിട്ടുള്ള റബ്ബർ ഫാക്ടറി തുടങ്ങിയ

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എല്ലാ സ്ഥാപനങ്ങളിലും ചെയ്യുന്നപക്ഷം ഈ രാജ്യത്തെ തൊഴിലില്ലായ്മക്കു ഒരു വലിയ പരിഹാരം ഉണ്ടാകും. ഏതായാലും ഈ ഫാക്ടറിയിൽ ഉള്ള വലിയ യന്ത്രത്തിൽ ഘടിപ്പിച്ചു് അനേകം ചെറിയ മെഷ്യൻസു ജോലിചെയ്യുന്നുണ്ടു്. അതോടുകൂടി യോജിപ്പിച്ചു് ജോലിചെയ്യത്തക്കവണ്ണം ചെറിയ ചെറിയ യന്ത്രങ്ങളും അച്ചുകളും മറ്റുപകരണങ്ങളും ഇവിടെതന്നെ ചെയ്തു നടത്തുന്നപക്ഷം ധാരാളം ജോലിക്കാക്കു ജോലി കൊടുക്കാൻ സാധിക്കും. ഈ വക സംഗതികളെല്ലാം ഗവർമ്മെൻറിന്റെ ശ്രദ്ധയിൽ കൊണ്ടുവരുവാനാണു് ഞാൻ ഈ ഉപക്ഷേപം അവതരിപ്പിച്ചിട്ടുള്ളതു്. ഇങ്ങനെ എല്ലാം ചെയ്തു ജനങ്ങൾക്കു് കൂടുതൽ ജോലി കൊടുക്കണമെന്നുള്ള അപേക്ഷയോടുകൂടി വിരമിച്ചുകൊള്ളുന്നു.

SARDAR DOGAR SINGH : Sir, I am indeed glad to hear the honourable member's very, very good points. I shall try my best as far as possible to bear in mind these points and act up to them. The charge that the factory is not producing much was made by one of the honourable members. Sir, I am now employing 5,000 people and the honourable member must bear in mind that Rome was not built in a day. It may take some more time for the factory to reach and satisfy the highest expectation of the people.

MR. N. VELU ACHARI : I withdraw the motion, Sir.

The motion that Government be granted Rs. 3,04,600 under Demand X—Clay Refining and Porcelain Factory was put and carried.

The grant was made.

DEMAND XI—GENERAL ADMINISTRATION EXCLUDING FINANCIAL SECRETARIAT, ACCOUNTANT-GENERAL'S OFFICE, TREASURY DEPARTMENT AND LEGISLATIVE BODIES. Rs. 3,28,224.

RAJYASEVAPRAVINA M. K. NILAKANTA AIYAR : Sir, I rise to move for an allotment of Rs. 3,28,224 under Demand XI—General Administration excluding Financial Secretariat, Accountant-General's Office, Treasury Department and Legislative Bodies.

Motion Nos. 1 to 4.

The following motions were not moved :—

MR. K. MADHAVAN :

1. To reduce the allotment of Rs. 19,350 for salary to the Chief Secretary to Government by Rs. 5.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI :

2. To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Re. 1.

MR. K. P. KOCHUKORA THARAKAN :

3 To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Re. 1.

MR. A. K. KUMARAN VAIDYAN :

4. To reduce the allotment of Rs. 18,885 for Assistant Secretaries by Rs. 10.

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